

**Beaufort Lifts**  
BIRKENHEAD



Tel 051-862 9181 (10 lines)  
Telex. 62478



Diesel engines  
from 200  
to 10,000 bhp

**MIRRELES  
BLACKSTONE  
DIESELS**

100





## GOLLOP TRAWLS

The South-West's Trawl Net Factory  
MILLGREEN, LYME REGIS, DORSET  
Tel. Lyme Regis 3620

## AGENT FOR IVER CHRISTENSEN'S

Single and Pair Boat Midwater Trawls, Shrimp and  
White Fish Trawls, Tangle Nets for Plaice, Sole and  
Cod.

## S.W. AGENT FOR EURONETE

Skagen Warp, Orange P.E. Rope, Blue P.P. Rope,  
Twines and Netting, Shackles, Swivels and Floats.

## TOP QUALITY UTZON NETTING

For the repair of I.C. Midwater Trawls.

Plus our own range of Trawls for vessels  
20ft. - 90ft.

## FISHERMEN'S MISSION

### SERVING and CARING

For Shipwrecked, Sick,  
Distressed, Disabled, Retired  
and Sea Going Fishermen  
their Wives, Widows and  
Children

### THIS IS OUR BUSINESS

Will you share in this ministry by  
sending a generous donation to  
Royal National Mission to Deep Sea  
Fishermen

43 Nottingham Place,  
London W1M 4BX

Chairman: Admiral Sir Charles Madden, St., G.C.B., D.L.,  
Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.



Patron H.M. The Queen

95 years constant service to fishermen and their families

## WAYDON Mouldings Ltd.

Tel: 3488  
LATERM  
3488

### LOBSTER POTS

Moulded in Polypropylene  
giving a very tough pot.  
Detachable base for inter-  
stacking during carriage.  
Available ex-stock!!!!  
at £4.75 + VAT & Carriage  
Finland Station Road, Finland  
Wellingborough, Northants.

For deliveries in Ireland contact: Coastal Holidays Marine,  
Pier House, Glenties, Co. Co. L., Tel. Lough 91.

## SAGANET

(A/L Fiskernes Radskepsfabrikk)  
Bergen

Manufacturers of mono-off and multi-off gill nets of all types,  
floatlines, leadlines and salmon sweep and trap nets. Also the  
famous Northcote Long Lines.

Send your enquiries to the U.K. Agent -

Hugh Norman (Marine Sales) Limited  
100, Colgate, Glasgow, Aberdeenshire  
Tel. Glasgow 554 (STD 0382 555)



# NORWAY DEMANDS PROTECTED ZONE

A DEAL between the EEC and Norway now hangs on a protection zone being established around Spitzbergen. Talks ended in Brussels last week and a further meeting takes place next week. The Brussels talks seem to have come a long way since a meeting the week before in Oslo when there were some sharp disagreements.

Norway was insisting on a balance of quotas by 1982 based on value as well as volume.

South of the 62nd parallel — the North Sea — Norway and the EEC were still apart on the quotas for saithe and haddock. North of the parallel there was disagreement on saithe and redfish.

Norway wants the saithe quota out from 200,000 to 160,000 tons, and redfish from 200,000 to 160,000 tons. The argument, according to Norwegian press reports, concerns how much of this reduction should be borne by EEC fishermen.

Norway is also pressing for the right to continue line-fishing for cod and trawling for prawns off Greenland.

A major theme in Brussels has been the fisheries protection zone which Norway wants to establish around Spitzbergen (the Svalbard archipelago) on a non-discriminatory basis.

Both Norway and the EEC are seeking an agreement on catch quotas for the whole of 1978 to replace the short-term quota agreements which have been operating recently.

Norway is pressing hard for a 50 per cent share of saithe catches, has already officially protested at unilateral fixing of saithe quotas by the EEC.

A root problem is Norway's concern that there has been no progress so far on the target of balancing both the value and volume of the Norwegian catch in EEC waters with the EEC catch in Norwegian waters.

The target is to get a balance by the end of 1982 — and this has been agreed in principle by both parties. At present there is a disparity in the EEC's favour.

### Down

So far the EEC catch in the Norwegian zone north of 62nd parallel has gone down, but south of the parallel — in the North Sea — the EEC catch has gone up. So, in total there is no reduction in the EEC haul.

At the same time the Norwegian catch in EEC waters has gone down, from 380,000 tons in 1976 to 130,000 tons in 1977.

According to Norwegian reports quota proposals for cod, mackerel, haddock and whiting in the North Sea are relatively satisfactory.

Norway is being offered more mackerel off the western shores of the British Isles but, according to the same reports, the EEC offer on herring west of Scotland is still not considered adequate.

The present agreement on herring — a modest 1,000 tons — expires on February 22.

Meanwhile, it is clear that Norway intends to enforce control over its zone more strictly than before. This month two trawlers (one Russian and one West German) have been taken into port and fined. Previously only warnings were given. Last year, following 1974, inspections

On February 12 the skipper of the West German trawler *Wein* was fined 25,000 kroner (about £2,300) for fishing with illegal gear on the Rost Bank. Fish worth a further 100,000 kroner was confiscated and the gear impounded.

The trawler was operating with a trawl mesh smaller than the internationally permitted dimensions.

The same offence was also committed by the Soviet factory trawler *Perekat* earlier this month. This vessel's skipper was fined 20,000 kroner, and gear and catch (chiefly saithe and redfish) were confiscated.

This year, faster and larger patrol ships are to be built.



Lowestoft MP, Jim Prior (left) on the local market with salesman Freddie Barnard.

## JACINTA GOES SOUTH

THE Fleetwood stern trawler *Jacinta* left this week to join her sister-ship, *Fyldea*, on south-west mackerel.

*Jacinta* recently returned from the Norway coast with a catch which sold for more than £55,000. But it was still decided to convert her for mackerel fishing and send her south with Skipper Bill Taylor in command.

Skipper Victor Buschlin, who was in charge of the vessel when she made her big grossing from the Norway coast has returned to command *Fyldea*.

Fleetwood now has more than seven vessels working mackerel.

## Buckie yard's order

BUCKIE boatbuilders, George Thomson and Son, has laid the keel for a 70 ft. wooden-hulled vessel for Whitehills owners.

The boat has been ordered by Messrs Cowie of Buckie and Ritchie and is to be designed by G. L. Watson and Co.

She will have a beam of 22ft and a transom stern. Main power unit is to be a Kelvin TRSC8 engine of 460hp. Gear handling machinery will include a Sutherland winch.

The boat will be of traditional sloop-trawler layout, with the deckhouse aft, and is scheduled for delivery later this year.

### Mission service

THE SIXTH annual Maritime Service in aid of the Royal National Mission to Deep Sea Fishermen will be held at Christ Church, Victoria Road, Kensington, London W8, on Sunday, February 26, at 11 a.m.

The Worshipful the Mayor of the Royal Borough of Kensington and Chelsea, Alderman P. H. Matheson, will attend, together with Admiral Sir Charles Madden, Bt., G.C.B., D.L., and Lord Kinross, chairman and member of the Mission Council respectively.

## VIPs at Lowestoft

LOWESTOFT has had two VIP visitors — White Fish Authority chairman Charles Meek and the local MP, Jim Prior.

The port is now the most thriving and stable in the country, commented Mr. Meek when he paid his visit.

While the fishing fleets of Hull, Grimsby, Fleetwood and Aberdeen had faced "dreary problems" caused by the contraction of the fishing waters available to them, Lowestoft had remained stable.

"Lowestoft, I am happy to say, has been able to maintain, more or less, its fleet strength," said Mr. Meek.

"No port is free from problems, but as a

# Trawler fleet pulling out of Fleetwood

BRITISH United Trawlers is to pull out of Fleetwood. This news came on Wednesday and means that six vessels operated through Wyre Trawlers Ltd. will leave the port to be based in Scotland.

The vessels involved are: *Wyre Congaror*, *Wyre Defence*, *Wyre Vanguard*, *Wyre Revenge*, *Benvolio* and *Lorenzo*. The first four will be going to Aberdeen and the remaining two will be based at Peterhead.

This news was anticipated when Associated Fisheries — the holding group — announced a loss on fishing operations in the first quarter of its financial year.

"And the figures for January look equally bad," said chairman Mr. P. M. Tapscott at a press conference in London last week.

The Associated Fisheries Group had traded at an overall loss in the first quarter which ended December 31, 1977. Fishing losses had wiped out profits on other activities.

The main problem had been with the distant water wet fish vessels, which are now excluded from traditional fishing areas. Protracted negotiations on the EEC's Common Fisheries



*Othello* — one of three freezers in AF's Australian venture. She has landed a 200-ton first trip.

Policy were also hampering future planning.

Britain is faced with the destruction of much of its fishing industry because of the failure of negotiations in Brussels, said Mr. Tapscott.

On the cold storage side of AF's business, Mr. Tapscott was able to be a little more optimistic. Cold storage operations would be expanded and the future of the freezer fleet looked sound.

The group now had £18m. tied up in the fishing fleet and, if operating conditions continue to get worse, we might have to seriously consider not building any more ships, said Mr. Tapscott. Through Caley Fisheries in

Scotland, AF already has a big stake in inshore fishing and Mr. Tapscott envisaged this increasing. "There is a great future in partnership," he said. AF is now involved in new fishing opportunities outside the UK. It has a 50 per cent stake in an Australian venture and the three freezer trawlers — *Othello*, *Cassio* and *Orsino* — are to supply Southern Ocean Fish Processors.

*Othello*, which arrived late in 1977, put ashore a 200-ton catch from her first trip of 53 days reports our sister paper, *Fishing News International*, in its March issue.

## Foreign boat burns out

LERWICK firemen spent nine hours on Monday fighting one of the worst ship fires ever seen in the Shetland harbour.

The Norwegian fishing boat *Horizont* was taken in tow on Sunday night by the supply boat *Siad Scotia* after the fire broke out.

The crew was unable to cope with the blaze on the wooden boat and had to be taken on board the supply ship. The tow to Lerwick took more than 12 hours, but smoke was still pouring from the boat when she came in.

So much water was pumped into her by firemen that she was in danger of sinking and had to be moved to a berth in shallower water. The fire was finally brought under control, but the ship was virtually gutted and is thought to be a write-off.

## COMMENT

THE EEC fishing situation gets more farcical by the minute. Signs are becoming clear that overtures are being made to get talks on a Common Fisheries Policy going again.

The basis for Britain going back to the negotiating table seems to be that other member states have moved closer to our way of thinking. If the latest proposals from the EEC are anything to go by, nothing could be further from the truth.

The latest piece of jargon from the Commission shows just how it gives with one hand and takes with the other. We are told that where a stock is placed in sudden danger by overfishing, the coastal state can take action on a non-discriminatory basis. The Commission and other member states must be notified of any such action. The rub is that, within 10 days, the Commission will automatically decide "to confirm, amend, or cancel the measures."

So much for the right of the coastal state to exert control over its resources!

On another tack, the Commission also plans to put about half of our south-west fleet out of business with its move to outlaw boats over 300 hp or 50-tonnes from the 12-mile limit. If this is moving closer to our way of thinking then Mr. Silkin would be well advised to stay away from Brussels.

So far, the minister has stood up well to the Barons of Brussels and the industry is prepared to wait until there is some genuine move towards his demands.

In the interests of keeping the peace with our partners, any precipitate action by the Government to force the pace on fishing talks would be a disaster if based on the Commission's latest proposals.

## fishing news

Editor:  
Harry Barrett.

Assistant Editor:  
Ian Strutt

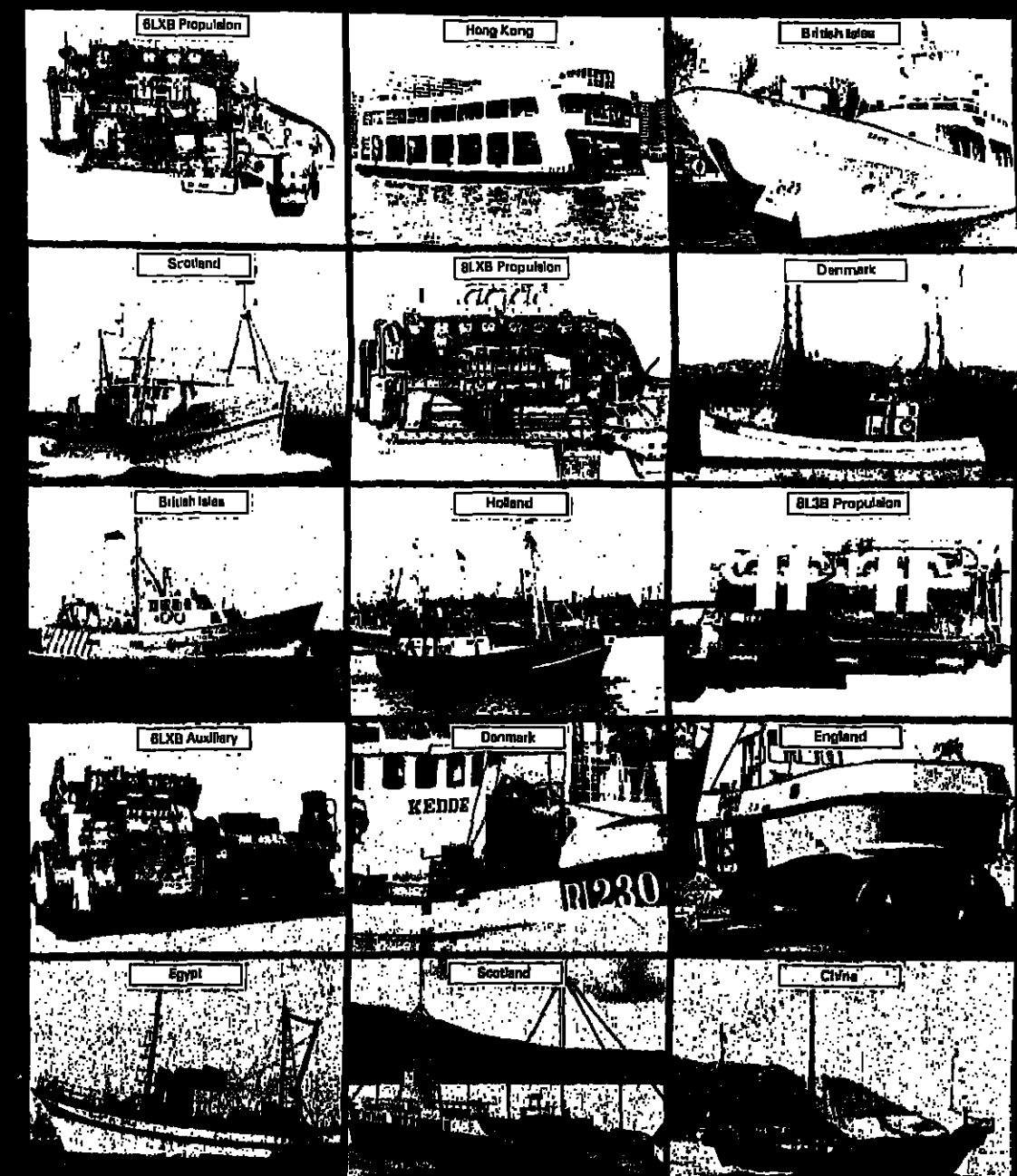
Advertisement Director:  
Fred Fursell

Advertisement Manager:  
Bill Barber

Circulation:  
Ann Dunford  
75-77 Ashgrove Road, Ashley  
Down, Bristol BS7 9LW.  
Tel: 0272 425711

Published weekly  
Postal subscription rate:  
£8 per annum  
£8.50 overseas

110 FLEET STREET, LONDON EC4 3JL.  
Tel: 01-553 8861. Telex: 21977



## GARDNER

L. GARDNER & SONS LTD

Gardner main propulsion and auxiliary marine diesel engines can be seen in service on every ocean in the world. From America to the Far East, Gardner engines provide reliable economical power for fishing boats, ferries, work boats, research vessels, tugs, life boats, pleasure craft, tugboats, launches, tugs, tankers, and auxiliary generator, pump and winch sets.

The current range of naturally aspirated diesel engines produce power from 122 to 2300 hp.

With over 75 years experience in the manufacture of marine engines, L. Gardner and Sons offer:

EFFICIENCY, DURABILITY, REFINEMENT.

Each Gardner engine is built to the highest standards of quality and reliability, and is backed by a world-wide service network.



## OBITUARY

SKIPPER  
ALBERT  
RIBY

SKIPPER Albert Riby, one of Milford Haven's leading fishermen before his retirement 10 years ago, has died aged 75.

He was one of the port's top skippers during the immediate post-war years when he sailed for what was then one of the biggest local firms, United Trawlers.

He commanded the 140ft. *Gunner*—then one of Milford Haven's biggest trawlers. The former Consolidated Fisheries vessel brought in some of the port's highest catches in the late 1940s and Skipper Riby went on to command more modern vessels.

One of his last commands was *Walsh Monarch*, one of the new vessels built for the port in the 1960s.

# ICELAND FISH EMBARGO

## About-turn by Hull bobbbers

ICELANDIC trawlers could be putting fish ashore at Hull again soon following an overwhelming vote by fish bobbbers to lift their landings ban.

Discussions are now scheduled to take place between an Icelandic delegation and officials of the Transport and General Workers' Union aimed at bringing trawlers into fish-starved Hull.

There was a recommendation to lift the ban at a

meeting of bobbbers' representatives in Newcastle last Saturday, but Grimsby and Fleetwood were reported to still be holding out against Icelandic landings.

Merchants at Hull regard the lifting of the Icelandic

ban as vital to their continued existence. The bobbbers' move is seen as a rescue bid aimed at keeping the port in business.

It is not only the merchants who have been suffering from lack of fish at Hull. Last year

there were heavy redundancies among the bobbbers.

It now looks as though TGWU officials will be holding meetings at Fleetwood and Grimsby aimed at persuading bobbbers in these ports to lift the ban.

## ...GRIMSBY SKIPPERS THREATEN STRIKE

GRIMSBY trawler skippers and crews made a threat to bring their vessels back to Grimsby if the port's lumpers decide to lift their ban against Icelandic wet fish vessels landing at Grimsby.

This was disclosed last week after representatives of the TGWU had announced plans for a mass meeting of lumpers in a bid to get the men to change their minds after their recent vote in favour of retaining the embargo.

The possibility of the strike action was, however, averted at the weekend when the port's lumpers stuck by their earlier decision and repented the vote not to lift the ban at Grimsby.

At a mass meeting before starting work on Monday's landings, the men were addressed by TGWU official Ron Chapman who explained the union's fresh approach.

However, Mr. Chapman failed to gain the necessary approval to follow the Hull bobbbers who last week accepted the union recommendation and voted in favour of lifting the ban on Icelandic wet fish landings at Hull.

The union is going ahead with arrangements to try to persuade Grimsby lumpers to call off their ban because, it claims, hundreds of shore jobs in the processing industries are now at risk. This is because of the big shortage of fresh fish landings at Grimsby.

A spokesman for the TGWU told *Fishing News*: "We have got to be sensible over this issue and face the facts that, unless we can ensure an adequate continuity in the supply of wet fish through Grimsby, very soon, then there is likely to be more hardship in the town with more people losing factory jobs."

"We have got to forget the past and look to the future. There is too much at stake at the moment to pass up the chance of a secure future for Grimsby by continuing with the ban any longer."

### LAST TUG

THE GRIMSBY tug *Brenda Fisher*—well known to fishermen—will be withdrawn from service next month.

She has been stationed in the Royal Dock basin to provide a 24-hour service which has included giving assistance to injured crewmen ashore.

### PLUMB TRIP BY 'BOSTON EXPLORER'

FLEETWOOD'S fish landings were dominated last week by the catches landed by the French trawlers *St. Bonagat* and *Purs Priou*, *Fishing News*, February 17.

However there were also some good performances by the port's side trawler *Boston Explorer* commanded by Skipper Bill Anderson. She returned from the middle-water grounds with 1,020 kits including 135 of cod, 200 of haddock, 40 of whiting and 550 of coley—for a grossing of £22,344—the biggest by a Fleetwood middle-water trawler in weeks. It was a welcome return for one of the vessels hardest hit by the closure of distant-water grounds.

There was also a big grossing for the 132ft. *Wyre Revenge* (Sk. Harry Pook) which returned to port after only ten days with 870 kits—140 of cod, 300 of haddock, 125 of whiting and 225 of coley—for a grossing of £18,987.

It was also a week which saw Fleetwood's dwindling fleet of near water trawlers showing their capabilities. Top ship in the section was the small stern trawler *Resound*, which landed 286 kits which sold for £9,740. Skipper Bill Ansell was in command.

Close on her stern was the 109ft. *Royalist* (Sk. Alan Bedford). She returned with 298 kits—12 of hake, 60 of cod, 70 of haddock, 40 of whiting and 65 of coley—for a grossing of £9,328.

The same day the side trawler *Andrew Wilson* continued a good run when she landed 287 kits which sold for £9,265.

There was only one other grossing of note. The pocket trawler *Huplenish* (Sk. Mick Oldman) landed 274 kits worth £8,143.

It was also a more productive week for the inshore vessels which were able to go to sea for the longest period in weeks.

## Steel boat first

"THE FIRST all-steel trawler to be built entirely by an Irish boatyard is to be launched at Malahide Shipyard today."

The new vessel—in the 40 ft. Stern Fisher range—is for Skipper Patrick Quinn of Kiltoran, Aran Islands, and she will be named *Barbara Maria*. Main power diesel, 127 bhp Gardner designed. Malahide Shipyard designed the vessel and she is claimed to be ideally suited to Irish conditions.

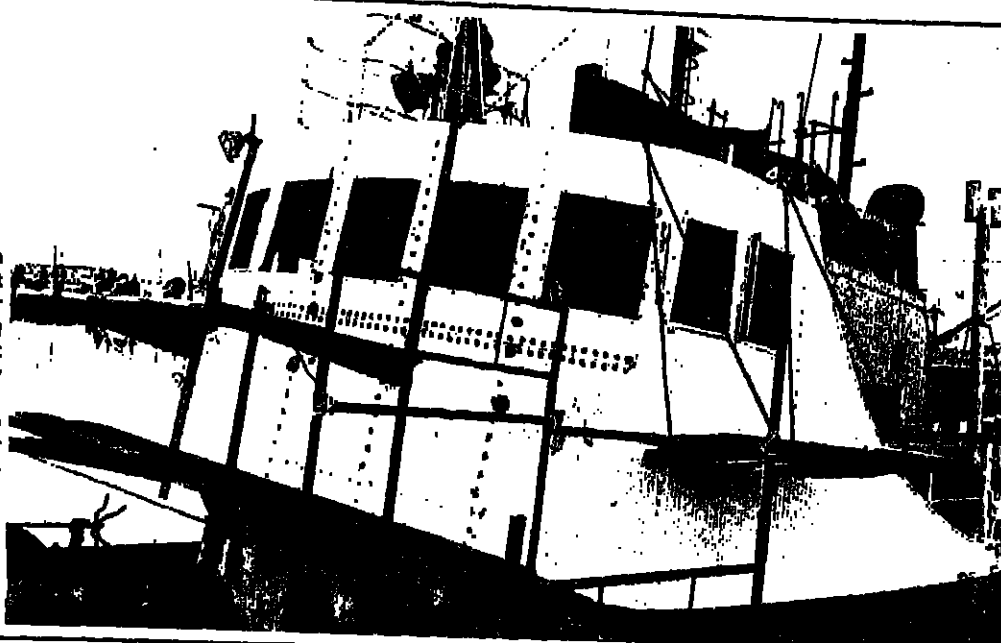
Principal guest at the launching will be Brian Lenihan, T.D., Minister for Fisheries. Also attending will be Bord Iascaigh Mhara, the Irish Sea Fisheries Board. The all-steel trawler has full BIM approval, grant and loan and will also comply with VMS Authority rules. The steel vessel is being built at Malahide before hand.

## In for repair

REPAIRS were in progress on *Port Vale* at Grimsby last week after she had been hit by big seas while out on a distant water trip off the Norway coast.

Damage was mainly to the wheelhouse and her electronics. She eventually managed to complete her trip despite losing five days' fishing.

Repairs should be finished in about two weeks.



# FAROE BAN: 'we'll hit back'

THE EXPULSION of British trawlers from Faroese fishing grounds without notice has led to some sharp questioning of the Government in both the Commons and the Lords.

At one point Bruce Millan, Secretary of State for Scotland, appeared to give an assurance that if countries like Norway and Faroe were hard on British fishermen, we would be equally hard back. Mr. Millan said that the closure was contrary to British understanding of the provisional agreement recently reached between the Commission and the Faroese authorities.

The Government had taken up the matter with the Commission and the Faroese authorities as a matter of urgency and expressed serious concern. The Faroese were saying that part of a ring around their grounds which was to have been open to British fishermen was to be closed until May for conservation reasons.

"We do not accept that that is part of the agreement. It is that question we are investigating with all urgency."

Mr. Millan said that line fishermen were not affected. Alick Buchanan-Smith (Con, North Angus and Mearns) said: "Important though this is for its own sake, it raises important questions about other third countries such as Norway."

"May we have an assurance in relation to any reciprocal arrangements negotiated through the EEC that he will be resolute that, if these countries are hard on our fishermen, we shall be equally hard back?"

Mr. Millan: "I can give that assurance. There is some connection between the

Faroese and Norwegian agreements. "We must look at them as one in terms of the quantities of fish that are available to British fishermen. We are alert to this point."

Lord Kirkhill, Minister of State for Scotland, said in the Lords that the Faroese had told the Commission by telex on February 10 that the area would be closed on February 15.

The issue was one of interpretation of the agreement—whether the Faroese could so close an area which had been agreed.

## FREEZER COOK STARTED FIRES

THE COOK of the 1,305-ton trawler *Coriolanus* set fire to the vessel three times because he wanted to keep his job and stay at home to look after his sick mother.

Bernard Gateshill, defending George Henry Ketley at York Crown Court on Monday, said that the problem had created a conflict in Mr. Ketley's mind. He did not realise the danger his actions could cause.

Mr. Ketley was sentenced to two years imprisonment, suspended for two years, and a supervision order was made against him.

He pleaded guilty to two charges of arson and one of attempted arson.

Damage to his ship, the freezer *Coriolanus*, amounted to £4,250, including crew's wages and the general running of the ship while repairs were made.

Judge Vivian Hurwitz said that it had been a difficult case. "There is no doubt what you did might have resulted in tragedy," he said. The judge suspended the jail sentence to try and help Mr. Ketley. His father had been lost at sea and his mother is an invalid.

### NEW GM37

WESTON Workboats of Weston-super-Mare has fitted out its largest craft to date. She is a 37ft. craft based on a Cymru Marine hull for Reg Smith of the Channel Isles. Designed mainly for potting, she will operate from Jersey.

## FISH MANAGER CASE SETTLED OUT OF COURT

A £450,000 breach of contract case brought against *Caley Fisheries* (Granton) Ltd.'s former Aberdeen manager, Jim Gordon, has been settled out of court.

Mr. Gordon had left the company to join the newly-formed Aberdeen Fish Selling Co. Ltd.

This action, agreed by both parties, was made possible because of certain undertakings being submitted by Mr. Gordon and the intervention of Aberdeen Inshore Fish Selling Co.

From the start, says a joint press statement, it has been the clear intention of *Caley Fisheries* to take action solely to uphold a contractual agreement between the two parties, namely, Mr. Gordon and

*Caley Fisheries*. This was a bilateral agreement entered into at the instigation of the employee and for his protection also.

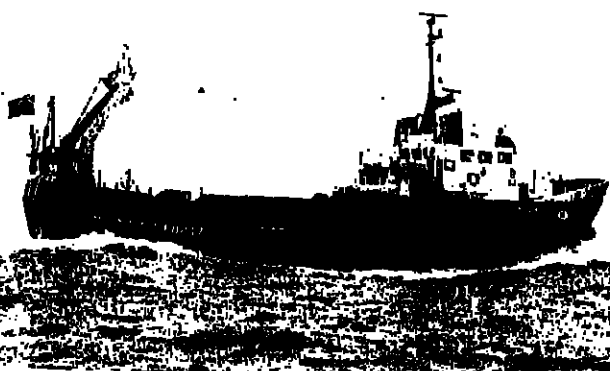
It was made necessary to uphold this contract because of the many similar contracts in being and, also, the need to protect the interests of shareholders of the company. It was never, nor could it be, the intention of *Caley* to disrupt fishermen or endanger the industry.

The contract having been legally upheld and with new undertakings being given by Mr. Gordon and Aberdeen Inshore Fish Selling Co., *Caley Fisheries* consider that it would not be in the best interest to proceed with the action any further.

## Mirrlees Blackstone marine diesels from 200 to 10,000 bhp



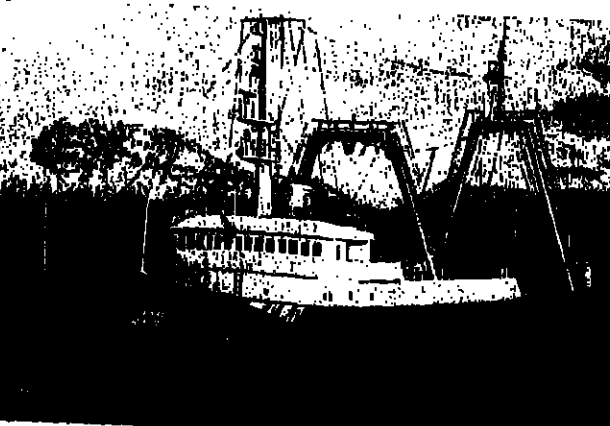
'AMA ANTIXINE' built in Spain for Spanish owners. ESL8 engine having an output of 1000 bhp at 900 rpm.



'BOSTON STIRLING' built at Goole for Boston Deep Sea Fisheries. ESL16 twin bank engine developing 1440 bhp at 750 rpm.



'DANE' factory stern trawler built by Brooke Marine for B.U.T. KMR7 Major engine rated 3246 bhp at 525 rpm.



'VIGRI', built in Poland for Icelandic owners. KMR6 Major engine developing 2169 bhp at 450 rpm.

proven throughout the world for trawler operation

HAWKER SIDDELEY

MIRRELES BLACKSTONE DIESELS

MIRRELES BLACKSTONE (STOCKPORT) LIMITED, HAZEL GROVE, STOCKPORT, SK7 5AH, ENGLAND. Telephone: 061-483 1000. Cable: MIRRELES MANCHESTER. Telex: 867314.

MIRRELES BLACKSTONE (STAMFORD) LIMITED, STAMFORD, LINCOLNSHIRE, ENGLAND. Telephone: 0780 4841. Telex: 32224.

Hawker Siddeley Group supplies electrical and mechanical equipment with spare parts and service.

## SIMRAD MC Scale Expander

...unmatched information for all types of fishing

The SIMRAD MC combined scale expander and storage unit increases the resolution of the echo recording by storing the echoes from a selected layer and expanding them on the echogram.

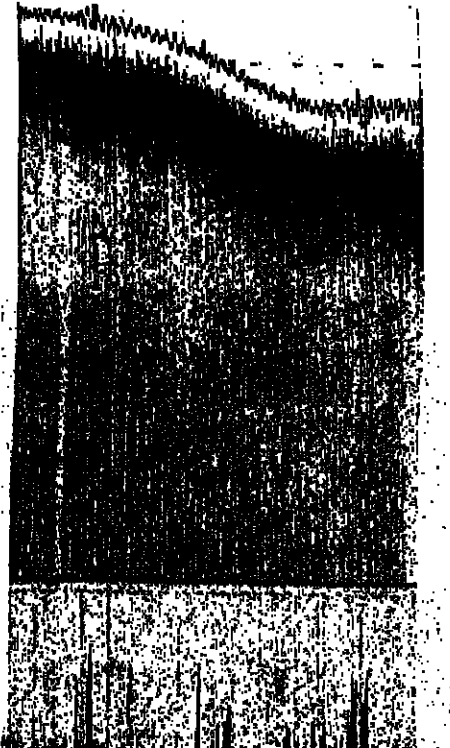
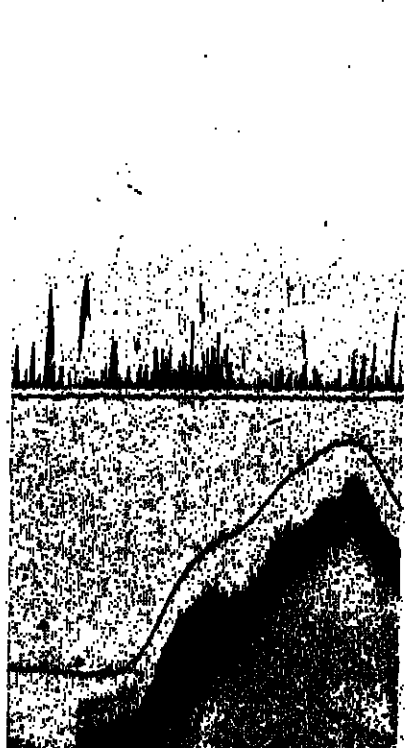
Together, the SIMRAD EQ (or EK-S) echo sounder and the SIMRAD MC scale expander provide unmatched, overall coverage and fuller information for all types of fishing.

- ☐ Expanded area can be bottom locked, surface locked or in pelagic mode, normally occupying one-fifth of paper with possible increase to half or whole of width when positioned at top of paper.
- ☐ Choice of five range widths—1.7 to 24 fathoms.
- ☐ Choice of three recording positions—from top or bottom of paper, or following bottom contour.
- ☐ Steady picture on CI scope.
- ☐ Constant recording width independent of range.

Recording bottom locked in 50 fathom range. Range of expansion: 1.7 fathom. Displayed from top of paper and over half paper width.

Recording is bottom locked in the 100 fathom range 3.3 fathoms expanded range. Straight line display over one-fifth of paper width. Note outline of bottom contour is visible through expanded section.

Recording is bottom locked in 30-80 fathom range. Range of expansion 1.7 fathoms. Straight line display over one-fifth of paper width.



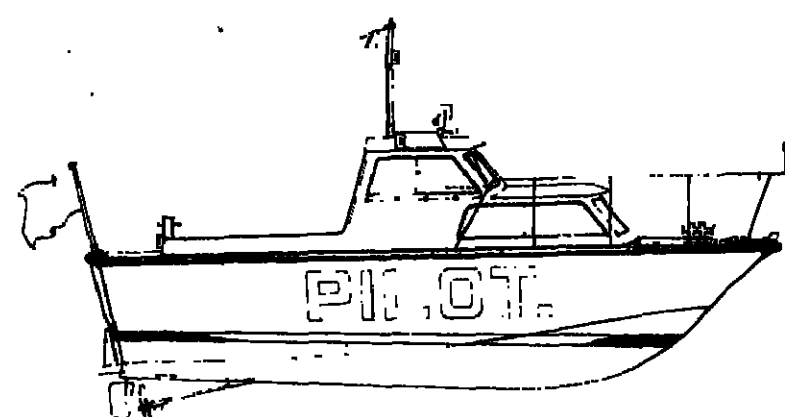
**SIMRAD**  
**DECCA**

Decca Radar Ltd are agents for Simrad in UK and Eire

Decca Radar Limited  
Albert Embankment  
London SE1 Tel: 01-736 8111

# AVON BRUNEL MARINE LTD.

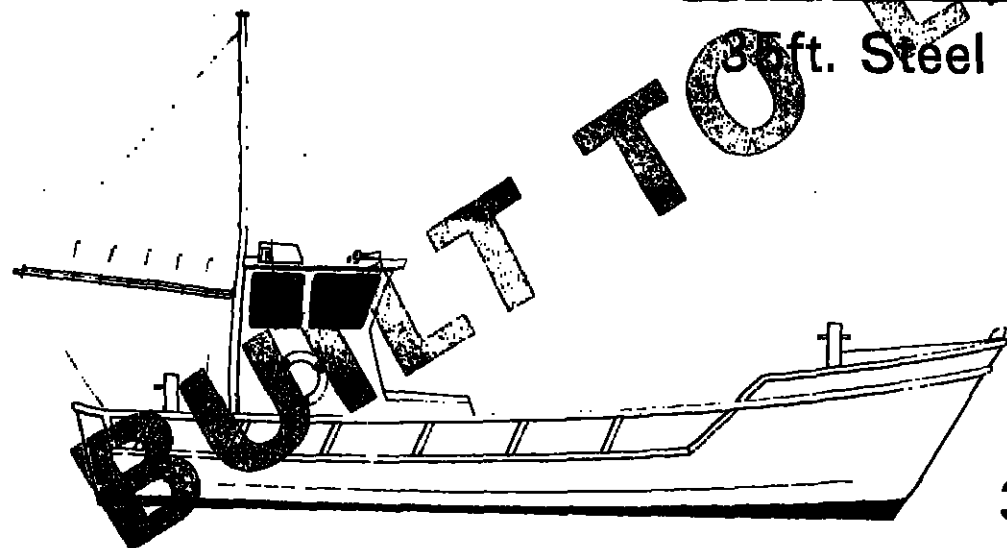
## Builders of Aluminium and Steel Craft



26ft. in Alloy for Speed



28ft. Steel hull for Power



30ft. Steel hull

**NOW MANUFACTURING 16ft. & 18ft.  
ALUMINIUM OPEN FISHING BOATS**

**All Hulls can have Forward or Aft Wheelhouses,  
resulting in a tough rugged craft with excellent  
seakeeping qualities combining good load carrying capacities**

For prices and delivery contact T. J. Penney  
Avon Brunel Marine Ltd.  
Salsbury Road  
Sutton Mandeville  
Nr. Salsbury  
Wilts. SP3 5NL  
Telex ASR 477019  
Tel. STD Code (072270) 618

Agents required in all areas  
Channel Island Agent  
Mr. Le-Sueur  
North Jersey Fisheries Limited  
Park Place House  
Tunnell Street,  
St. Helier, Jersey C.I.

## MAC'S MAN MOVES

AFFISH LTD, the international trading branch of Associated Fisheries, has made a new appointment to help expand the company.

He is Alec Webb, who has been the frozen fish buyer for MacFisheries for the past 20 years and formerly had his own business in Billingsgate market.

There is hardly a more travelled or better known name in international fish trading. He values his producers from all over the world be it North or South America, Europe or the Far East.

Affish has grown rapidly within the past three months. It has opened a new Grimsby office (managed by Albert Baker) and has taken control of three Scottish fish factories.

CONSOLIDATED Fisheries at Grimsby has completed the transfer of the ten Hull-based anchor-seiners from Boston Deep Sea Fisheries Ltd.

Most of the vessels — recalled when the deal was announced — are expected to sail back to the fishing grounds from Hull following the handover period.

However, one or two vessels will be putting into Grimsby for work to be done on them before fishing under the Consolidated flag for the first time.

First arrival in the south Humberside port was the 49-tonner *Falkenberg*, which sailed in to Grimsby on Wednesday last week.

The Grimsby firm will be setting up a new section within Consolidated Fisheries to run its fleet of anchor-seiners.

Two of the vessels are rigged for pair trawling and a spokesman for Consolidated told *Fishing News* they would be looking at the possibility of working the vessels as a pair team.

## Fred Catchpole dies

A LOWESTOFT man whose distinguished career made him one of the best known figures in British fishing has died aged 80.

Fred Catchpole OBE, who lived in Oulton Broad, was a member of a local fishing family which played a prominent role in developing the port's fishing industry over many decades.

After service with the Suffolk Regiment during the 1914-18 war, he returned to Lowestoft and joined his father who was managing director of the Star Drift Co.

— a position he later held himself.

He was a former chairman of the Lowestoft Fish Selling Co., the English Herring Catchers' Association, the Lowestoft Fishing Vessel Owners' Association and of other local bodies. He was also a member of the advisory councils of the Herring Industry Board and the White Fish Authority.

In addition to vessels owned by the Star Company, the majority of which had names ending in star, such as *Valiant Star*, he owned a number of vessels which had

names ending in waters, such as *Quiet Waters*. He was well known at the many herring stations visited by his vessels.

He leaves a widow and two sons, one of whom is Peter Catchpole, head of Ness Point Fisheries Ltd. This firm is the largest Lowestoft agency for the inshore section of the local fleet.

Mr. Catchpole was a former local magistrate and member of the old Lowestoft town council, a founder member and president of the Friends of Lowestoft Hospitals, also chairman of Lowestoft RNLI.

# Seiner fleet under new flag

## FOUR-DAY FISHING PLAN

FLEETWOOD will be a forgotten suburb of Blackpool and Humber-side would become Hungerford if the EEC's catch quotas are not rethought.

This warning has come from the Confederation of Fried Fish Caterers' Associations which says the time for action is now.

If Britain cannot have exclusive fishing within the 200 mile limit, then we should be allowed to make the rules.

Every vessel must be licensed and clearly numbered. The mesh size of nets should be standardised to prevent undersize fish being caught.

There must be a moratorium on fishing to prevent the grounds from being completely destroyed.

The quota system does not work, it says. So fishing must take place only on say Monday, Tuesday, Wednesday to a maximum of four days. No vessel would be permitted to fish on the remaining days of the week.

The fisheries protection fleet would be in a strong position to enforce the law.

Vessels would have work, the ports would know that the trawlers would be unloading ex-days per week and processors and merchants would be geared for these days.



*Falkenberg* at Grimsby. She is the first of the ten-strong former Hull-based Boston fleet to arrive at her new port.

**KRUPP**  
ATLAS-ELEKTRONIK

**ATLAS Rugged Radars.**  
**Considered to be too expensive.**

**This has been changed.**

We have reduced with immediate effect the price gap between ourselves and all competitors. We can't allow the cost aspect to be a safety and quality talking point.

ATLAS Rugged Radars have gained the reputation in the field of merchant shipping as belonging to the best on the market.



**Take us at our word.**

Talk to your ATLAS representative straight away. He can do much more for you as of now.

Or write directly to us. We'll ensure that you receive prompt and qualified advice.

**KRUPP**

Fried Krupp GmbH  
KRUPP ATLAS-ELEKTRONIK  
P.O. Box 44 85 45  
D 2800 Bremen 44  
Phone (0421) 4 58 31  
Telex 02 44 890



## Speculator 35-30-25

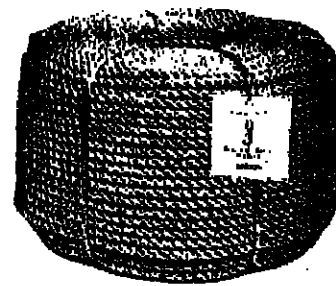


Built of glass reinforced plastic the range of Speculator work and fishing boats have proved their reliability and seaworthiness throughout the world. They are available in two standard layouts with forward wheelhouse or aft wheelhouse to suit individual requirements.

HULLS DESIGNED BY M. HAYNES.  
WRITE OR TELEPHONE FOR THE NEW SPECULATOR LEAFLET TO:

**Western Seacraft**

Heath Creek, Yealm Rd, Newton Ferrers  
Plymouth, PL8 1BJ Tel: (0752) 872543

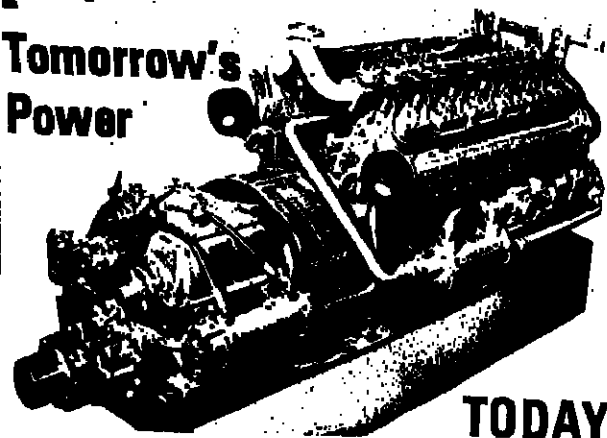


**Always insist  
that your Pot Rope  
carries the VIKING  
label.**

**BRIDON  
FIBRE & PLASTICS**  
Bridon Fibres and Plastics Limited  
Condercum House, 171 West Road  
Newcastle-upon-Tyne, NE9 1AE, England  
Telephone: Newcastle 38117 (STD 0632) Telex: 83114

**Poyaud**

**Tomorrow's  
Power**



**SEA-POWER LTD**

**SALCOMBE, DEVON**

Telephone 064-884 2886

Telex 45133

**WILLS-RIDLEY**

**HYDRAULIC STEERING GEAR**

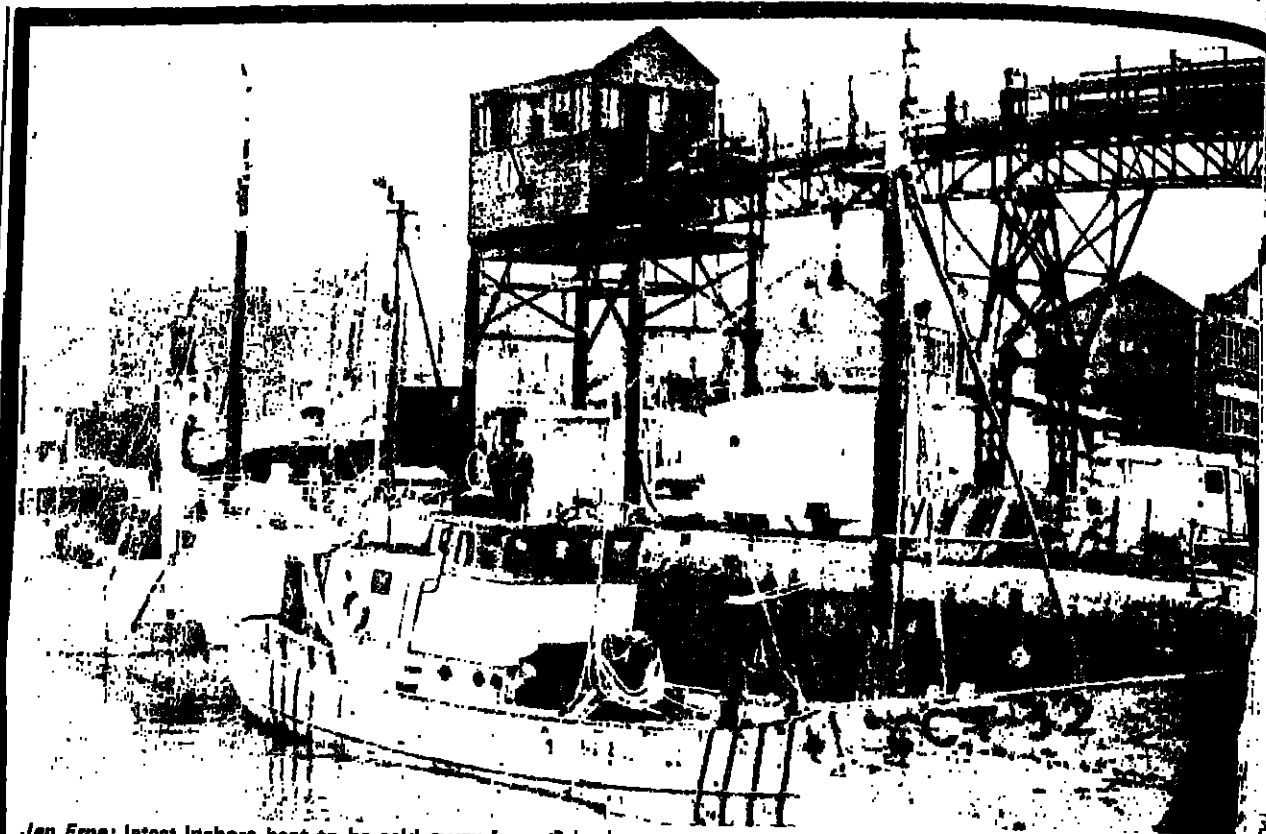
Hand or power hydraulic for craft from 25ft to 150ft in length.

Power assisted conversions of hand hydraulic steering gears a speciality.

1002 Winterstoke Road, Weston-Super-Mare  
Avon BS23 3YG

Tel: (0834) 28114. Telex: 449833

(Answerback: Wills G). Cables: Steering,  
Weston-Super-Mare



Jan Erna: latest inshore boat to be sold away from Grimsby.

## INSHORE at Grimsby

A MONTHLY FEATURE

WHICHEVER way you look at it the recent sale of Hull's 10-strong seiner fleet to Grimsby's Consolidated Fisheries (Seiners) Ltd. has left little room for argument over which of the two Humber ports is now best suited for survival if the crunch ever comes.

Rivalry between the two ports has reached a peak over the past few years, with each side making some pretty vociferous claims to the number one spot.

Now, Grimsby has an unquestionably large lead over Hull in the vital North Sea section having a huge fleet of vessels against nothing on the north bank following Consol's big deal.

But it is not only Consolidated Fisheries which has expressed confidence in the future of Grimsby — and in the seiner section in particular.

### Pipeline

Barely two months ago Hull trawler owners Thomas Hamling & Co. bought itself a good slice of the small boat scene at Grimsby, including the port's latest anchor-seiner *Queenie S.* fresh from her Marstal builders in Denmark. Outside these big sales there are many single boat purchases in the pipeline.

Latest addition to the Danbrit (Fish Salesmen) Ltd. agency is the former Esbjerg anchor-seiner *Argus* (GY 372), whilst skipper-owner Aage Christensen has bought

*Pollux* (E 315) from the same source.

*Pollux*, due at the end of February or early in March, will operate through the Sam Chapman & Sons Ltd. agency where she will link with several other vessels formerly operated under the Danish flag.

These include *Cherie* (GY 369), just renamed *Jan Nielsen*, and *Sylvana* (GY 362) which skipper-owner Jens Thomson will be putting through her paces for the first time as a Grimsby-owned vessel this year. He has had a long and successful career in *Vendelbo*.

Jens' younger brother, Harry, has taken over *Vendelbo* after his last command, *Limanda*, was sold to Consol's in a local sale.

Another local don't has taken *Solveig Borum* from Sleight's to the Jubilee Fishing Co., which is now eight vessels strong after the transfer of Skipper Jorgen Gortzen's *Alamo* from Allard Howson & Co. Ltd.

### Top seiner

Jubilee has lost the services, temporarily, of *Gladner* (last year's top earning Grimsby seiner) which is being re-engined with a Gardner, but Skipper Jorgen Gortzen is keeping his eye in with a spot of relief work.

Jorgen now has two brothers who will be pressing him hard for the laurels with Jubilee this year. Bjarne Olesen in *Nyborg* and Jan in *Christen Bank* have both out-gassed their brother already this year. In fairness to all concerned, however, the weather was so bad at the beginning of the season it was an achievement to come back with anything!

The most disturbing news which flooded in from many of the early trippers concerns the large numbers of foreign vessels overcrowding on some of the traditional early season grounds, like the Clay Deep and the North Bank.

Seiner skippers reported steering for miles past hundreds of foreign boats and, now the fishing has started to come, these are real fears that the extent of the foreign effort could have a

lasting effect on stocks unless it is scaled down.

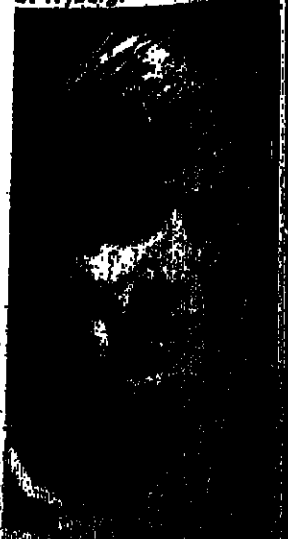
Nearer home the inshore boats are having mixed fortunes.

First the good news. Everyone is pleased to see the Tom Sleight-angled inshore trawler *Victory* doing so well. Skipper George Reader must take much of the credit. He lost his last command, the *Jan Erna*, was sold away from the port at the end of last year, but his big run of success with *Victory* has shown what he is capable of doing.

Now the bad news. The port's inshore fleet looks a lot for yet another round of confrontations with the port's inshore fleet over who should land their fish.



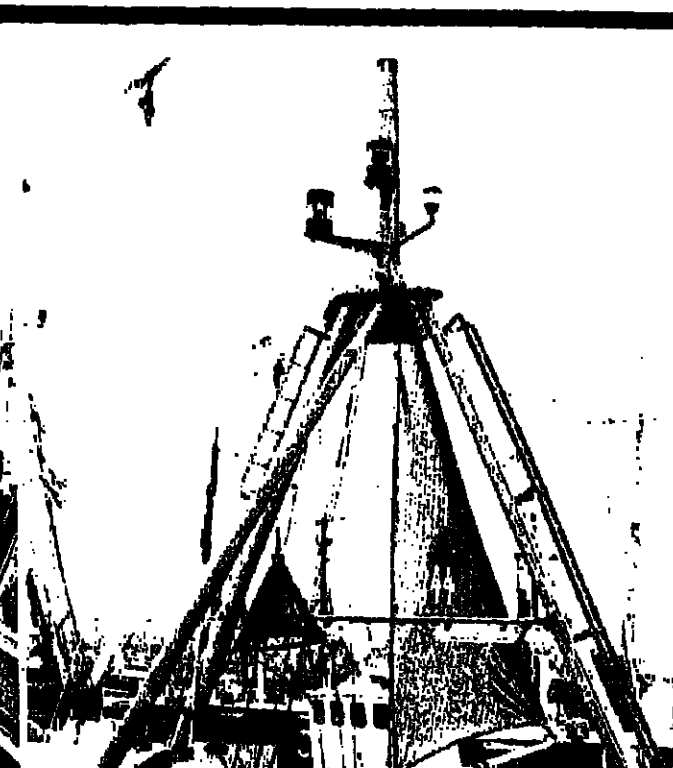
Above: Skipper Jens Thomson started off the year former Esbjerg seiner *Alamo*. Below: Skipper Bjarne Olesen in *Nyborg*.



Left: *Allison Jane*. Operators of vessels like her may lose their traditional rights to unload catches because of continuing confrontations with the port's inshore fleet.

Right: *Brooklesby* (ex *Thornwood*) now GY 373.

Far right: *Queenie S.*, the newest seiner at Grimsby, was delivered before Christmas to owners A. E. Richardson & Co. Ltd.



The problem keeps cropping up as the port becomes more dependent on the smaller vessels for supplies and, last year, the operators of *Wardley* and *Jan Erna* had to take the matter to an industrial tribunal before they won the right to land their own catches.

### United

Now it seems everyone else may be forced to take similar action if they are to continue landing their own fish. The lumps are up in arms about a report that 18 inshore boats, including local and visiting vessels, may make a united approach to an industrial tribunal to establish their traditional landing rights.

Meanwhile, several inshore

liners are again running into problems over bait and several vessels have been forced to buy supplies of lugworms from as far afield as Norfolk.

As always, there's a fair bit of work being done to boats in dock. This includes work to replace pair trawlers bipod galvanised steel masts and gilsens with aluminium ones fabricated by Scanlight of Northampton. Well to the fore with this work, as with many other repairs or alterations, is Grimsby's main small boat electrical contractors, D. Zittman of Womersley Road.

So far *Laurids Skomager* and *Ann Charlotte* are finished and work is going ahead on *Jacqueline Borum*.

Another interesting job was the installation by Redifon Telecommunications Ltd. of Grimsby of the new compact, low cost Furuno FH-105 sonar on Sleight's *Ling Bank*. It has been a big success so far on the winter sprats.

### Numbers

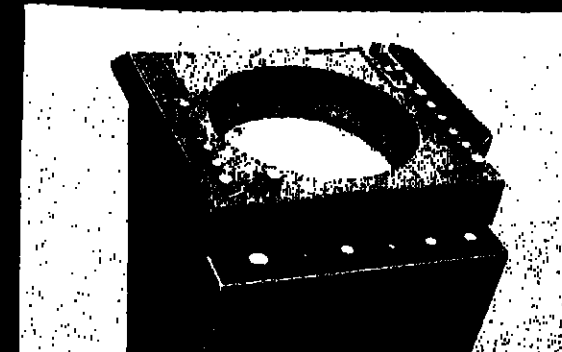
Finally, for those interested in fishing numbers, Sleight's *Brooklesby* (ex *Thornwood*, FD 177) is now GY 373 and *Dawn Waters* (ex *Boston Islander*, FD 263) is LT 377.

TOM WOOD

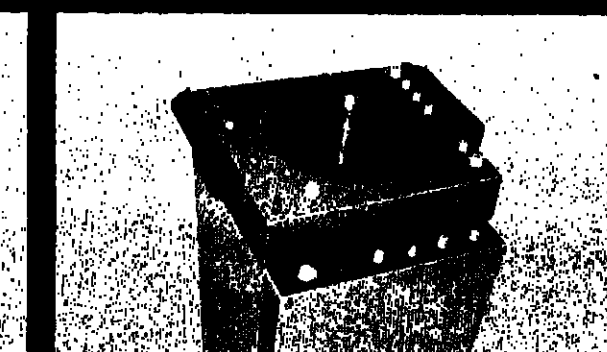
Right: the Grimsby inshore boat *Lady June* — she has been trawling in the River Humber this year.

**KRUPP  
ATLAS-ELEKTRONIK**

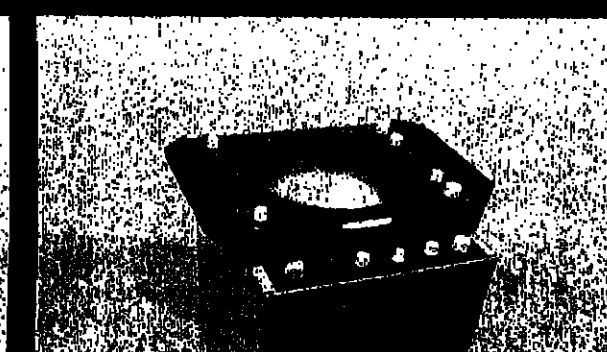
## ATLAS Rugged Radars.



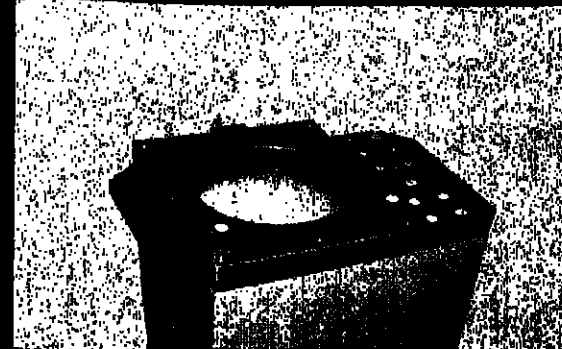
16" Rugged Radar ATLAS 6500 BCA Supervisa  
In 25kW X and 30kW Y Solid State Quality. Super target discrimination. The optimum for your way of fishing. The excellent radar for the successful captain.



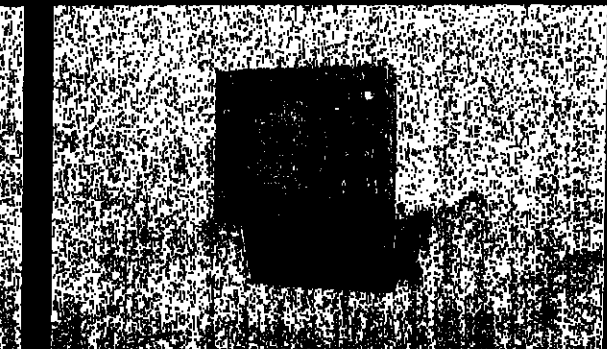
12" Rugged Radar ATLAS 5101/5300/5500  
The most favoured trawler radar. Standard with plotter, plot clock and VRM. The superior S band version ATLAS 5500 S with 30kW transmitter.



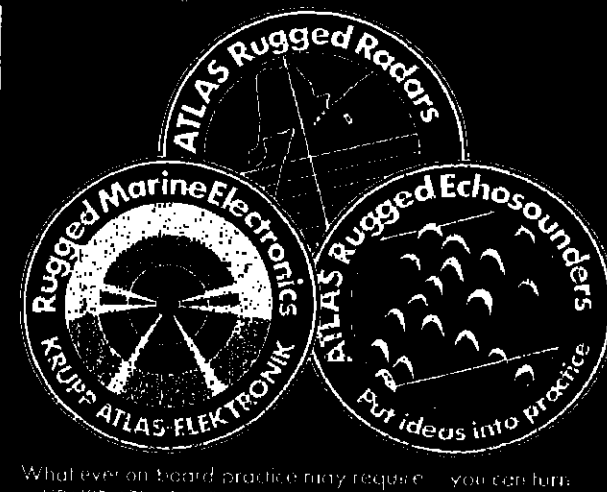
9" Rugged Radar ATLAS 4101/4300/4500  
Now even more powerful. ATLAS 4101 with new 7.5kW Tx UP ATLAS 4300/4500 with proven 7.5/25kW Tx DOWN Upper class radar options available: VRM, NSP, TBS. 8 ranges from 0.3 out to 48 nm.



9" Rugged Radar ATLAS 3200  
The ambitious small vessel radar with the brilliant picture. Advanced two unit radar with 4kW Tx UP reducing installation costs. Solid State Technology. 8 ranges from 0.25 out to 32 nm. Simply superior.



6 1/2" Rugged Radar ATLAS 2100  
Complete with 8" lens and 6 ranges from 0.5 out to 32 nm. With a FW Tx UP and a proper pack of professional charts for miles. The razor sharp picture gives you a feeling of confidence.



What ever on board practice party requires you can turn to KRUPP ATLAS ELEKTRONIK for it. Advanced and rugged.



## MARINE ENGINE SALES, INSTALLATIONS, AND REPAIRS

## WILLIAM TEVIOTDALE

(Proprietors: C. BELL & A. McKINNON)

(MARINE ENGINEERS)

OLD LIFEBOAT HOUSE,  
EAST GRIMSBY,  
ARBROATH DD11 1PA  
ANGUS

Telephone:  
ARBROATH 73104

Scotland's Dealer for  
"GEDOL" Oil  
Additives

## MORE NEW CAT POWER

Supplied by



**CALEDONIAN**

YOUR CATERPILLAR DEALER IN SCOTLAND

Caledonian Tractor & Equipment Co. Ltd.  
Baillieston, Glasgow. Tel: Coatbridge 20111  
Perth, Tel: 23181; Aberdeen, Tel: 61201/2  
Muir of Ord, Tel: 675; Fraserburgh, Tel: 3931.

## SEARWINCH LTD.

Unit 18, St Michael's Trading Estate  
Bridport, Dorset DT8 3RR  
Telephone: Bridport 86232

**CAPSTANS  
LINEWHEELS  
NET HAULERS  
PUMPS  
COMPLETE KITS**

Reliable Power  
for the  
Inshore Fisherman

## Last box

GEORGE Duncan, fishselling manager at Peterhead with Richard Irvin and Sons, has retired after 27 years with the company.

Mr. Duncan was given a cheque from the company, a clock from the staff and Skipper Tom Hay of Incentive gave him a wallet of notes.

The cheque is seen being presented to Mr. Duncan by the company's managing director, John Craddock.



## LAST-DITCH PLEA FOR GRANT

PLANS TO establish a fish processing factory in the South Devon port of Dartmouth look like folding unless someone can offer financial backing.

Behind the attractive tourist face of Dartmouth lies a tale of misery and hardship. The port has lost a quarter of its population — 1,500 — within seven years and now has the second highest unemployment figures in the south-west.

The proposed fish factory would have helped solve that. A consortium of local business people, headed by Brenda Breakwell, chairman of the South Hams District Council, and former town mayor, Brian Goss, want to establish the factory which would mostly deal with mackerel and would immediately provide 60 jobs.

After a year of painstaking work they may have to abandon the scheme through lack of financial backing because Dartmouth is a tourist area and not an industrial one.

Dartmouth has been marked as a coastal area of outstanding beauty where the main emphasis should be on tourism... not industry.

This has virtually destroyed all hopes of Dartmouth getting the fish factory because all of the major organisations say that because the town is not in an assisted or intermediate area, no financial help can be given.

The consortium could move 16 miles to the Lee Mill industrial estate where the same firms would be only too pleased to offer all the financial help they could. But that will not solve the problem as the factory is wanted in Dartmouth — a fish port — to help unemployment.

What bitterly disappoints the consortium, who named their firm Dartmouth Food Products Ltd., is that everyone they have approached, including the White Fish Authority, have

praised the scheme and considered that there was a desperate need for such a factory.

The last bid is an application to the EEC European Investment Fund direct in Brussels, but from the early replies they hold out very little hope.

Miss Breakwell, who has been the main driving force behind the scheme, explained that the company had everything except finance — two sites, an assurance of raw material, technical expertise, labour and sales outlets.

The scheme is likely to cost £300,000 to get off the ground, but the rewards could be staggering. One of the consortium, Brian Goss, owns land at Jawbones which will be used for the freezing, preparation and smoking of mackerel and South Hams Council has agreed to allocate three factories in the town where the canning could take place.

The White Fish Authority would welcome the factory. Japan, the largest supplier of canned mackerel, suffered a failure in its mackerel fishery last year and the prospects for UK involvement in world wide markets for this commodity appear very promising.

The company anticipates

that £200,000 will be required to set up the business, leaving £100,000 for working capital.

Brixham Trawler Federation has been in regular consultation with the promoters of the project and has confirmed that they will be in a position to supply all the needs of the factory. The federation fish is only a proportion of the mackerel in south-west England, but a higher proportion of their catch goes for human consumption than that caught by foreign trawlers.

The raw fish requirements would be no more than 2,000 tons per annum, less than one per cent of the total catch of mackerel allowed in Britain.

The White Fish Authority would welcome the factory. Japan, the largest supplier of canned mackerel, suffered a failure in its mackerel fishery last year and the prospects for UK involvement in world wide markets for this commodity appear very promising.

If the EEC Investment Fund cannot help, the option left will be raising £200,000 through private shareholders.

Mr. A. Sharples, the authority's regional office told the consortium: "Britain is at the threshold of substantial development of the mackerel resource and such project as yours should receive the full support it deserves."

The authority is entitled to lend 80 per cent of the proposed cost, but it doesn't have that kind of money available to assist the Dartmouth company.

There is another way where the freezing and preparation work will be done, they intend to build three factories for the council side of the business. The council has not a deadline: the company to decide in any or another whether it wants the factories or not.

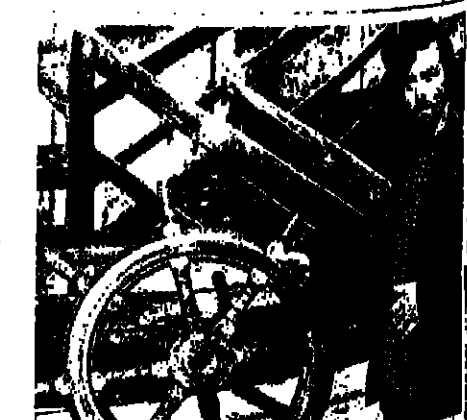
If the EEC Investment Fund cannot help, the option left will be raising £200,000 through private shareholders.

## FIFIE GETS A SCRAPE

SHETLANDER, the Scottish Fisheries Museum's fifie, has been moved to a new berth at the top of the west of Anstruther pier to allow workmen to caulk and scrape her.

Workers taking part in a jobs creation scheme, which ends in March, have done the majority of the work. The remainder will be done by voluntary workers later in the year.

The museum has also been given a ships wheel for Shetlander by the Christian Salvosen Co. The wheel originally came from one of Salvosen's whale catchers in the early 1900s.



Above: the donated wheel to be put on Shetlander (below). She is at present caulked and stripped.



## Two seiners come in for more power

PETERHEAD'S wooden-hulled seiner *Fruitful Bough* has moved down the coast to Arbroath where a local engineering firm is fitting her with a new engine and sterngear.

The 78 ft. boat, built in 1970 by J. and G. Forbes and Co. for Skipper William Buchanan, is having her original Caterpillar 425 hp engine replaced by a Cat D379 unit developing 498 hp at 1,225 rpm. This will turn a Bruntons fixed-pitch propeller through a Cat 7241 gearbox of 3.54:1 reduction ratio. The work is being carried out by William Teviotdale.

A new Northern Tool and Gear step-up gearbox will be fitted at the fore end of the engine to transmit power to the Dowty hydraulic pump which drives the winch.

William Teviotdale was taken over by new management in 1976 when William Teviotdale retired after 30 years in the business.

Joint owners of the firm are now Mr. C. Bell and Mr. A. McKinnon, who were formerly with the Fraserburgh depot of Caledonian Engines Ltd. of Glasgow which is the Caterpillar dealer in Scotland.

Since coming under new management, Teviotdale has fitted quite a number of Cat engines to Scottish boats and has other installations in hand.

During the next few weeks the Burghhead seiner *Defiance* will arrive to be fitted with a Model 3412 Vee-form 12-cylinder unit which gives 498 hp at 1,800 rpm.

The gearbox and propeller used with the vessel's original Cat D346 unit will be retained.

Built by Campbelltown Shipyard in 1975 for Skipper William More, the 75 ft. *Defiance* has a Sutherland winch, Rapp power block and Lussie Hydraulics seine rope reels.

The 3400 series of Caterpillar engines was introduced to the UK in 1976 and one of their main features is the larger displacement which cuts down on mechanical stress.

The Teviotdale firm has also sold a number of engines for fitting elsewhere. Among these are a Caterpillar 3306 auxiliary unit supplied to the trawler *Mount Royal*, which has just undergone a major refit in Peterhead.

Teviotdale also holds agencies for Kelvin and Gardner marine engines, also for the Gilbert Gilkes and Gordon range of bilge and general service pumps.



*Fruitful Bough* from Peterhead ready to be fitted with a new engine and Bruntons sterngear.

## Billingsgate

WALKING along Thames Street between the lorry park and the market, one becomes aware of a black trail marking the path. And then there's a porter with his smock stained black and a salesman, hands black to the elbows as if he had plunged them into a bottle of ink. The clue is ink — sepiæ, the escape-covering discharge of the cuttlefish.

The sale of these molluscs — they are related to the oyster and the mussel — and their cousin, the squid, is increasing all the time. It is not only the immigrant trade that is taking them. Many English people, having tried 'calamari' on their Spanish package tour, are willing to have a go again when they come back home.

Perhaps they may have tried the rich dark stew in which cuttlefish are cooked in their own ink. Sales have been boosted by the number of ethnic restaurants there are in London now. The last count showed 18 serving Japanese food and their buyers, with a reputation for snapping up only the very best quality, are in Billingsgate every day.

There is also both an import and an export trade in squid and cuttlefish. Some of our original sources of supply were in California — the actual 'Canary Row' in Monterey. They send us beautifully bleached and packed frozen squid. We now reciprocate by sending Scottish caught fish and Cornish cuttlefish to Italy.

It has been said in this column before that is what a market is all about — identify the need and supply it.



The Burghhead seiner *Defiance* is shortly to be fitted with a new 498 hp Caterpillar engine at Arbroath.



## "Our Detroit is the best haul we've made"

Says fisherman and trawler operator Bill Mason of Teignmouth, Devon. "We spend an average of 100 running hours per week at sea. Fishing is our livelihood and we need reliability for our 60' boat. The 12V71 Detroit Diesel engine is compact, powerful and extremely reliable. We have to handle some pretty rough weather sometimes and it's reassuring to know that we can depend on our engine and not worry about breakdowns. We chose the Detroit 12V71 because we've had experience with this engine

before and we know that it's dependable and tough. What's more, its reasonably priced and the service facilities are excellent".

Professionals like Bill Mason know a good engine when they see one and the choice of a Detroit Diesel for his boat will bring him not only great power and economy but also the backing of the world-wide Detroit spares and service organisation.

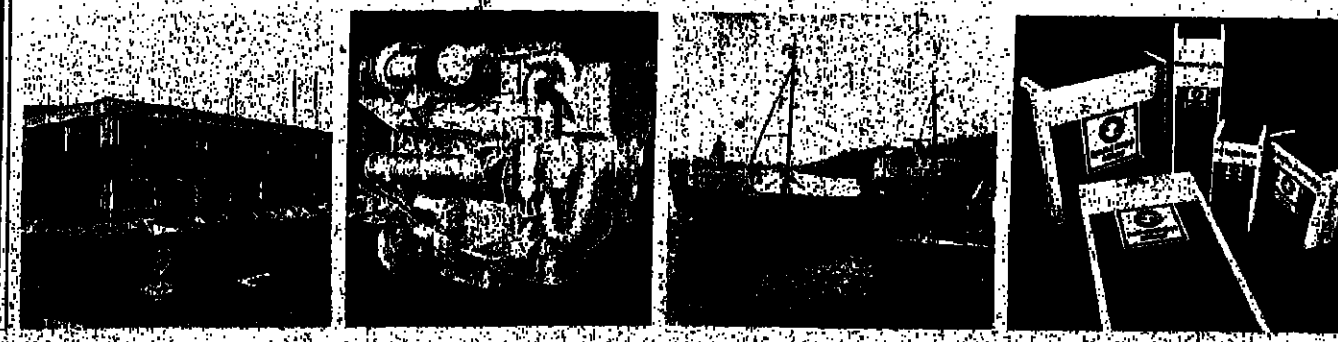
We have a brochure giving details of the Detroit 12V71 — may we send you one?



**Detroit Diesel Allison  
International Europe**



PO Box No. 6, London Road, Wellingborough, Northants NN8 2DL, England. Tel: 0833 71122 Telex: 31329



## Alexander Birse & Son

ARBROATH

MAKERS OF ALUMINIUM AND STEEL WHEELHOUSES, WHALEBACKS, GUTTING SHELTER AND TRAWL GALLOWES, ETC.

MANUFACTURERS OF MEEHNITE BALLBEARING TRAWL SHEAVES

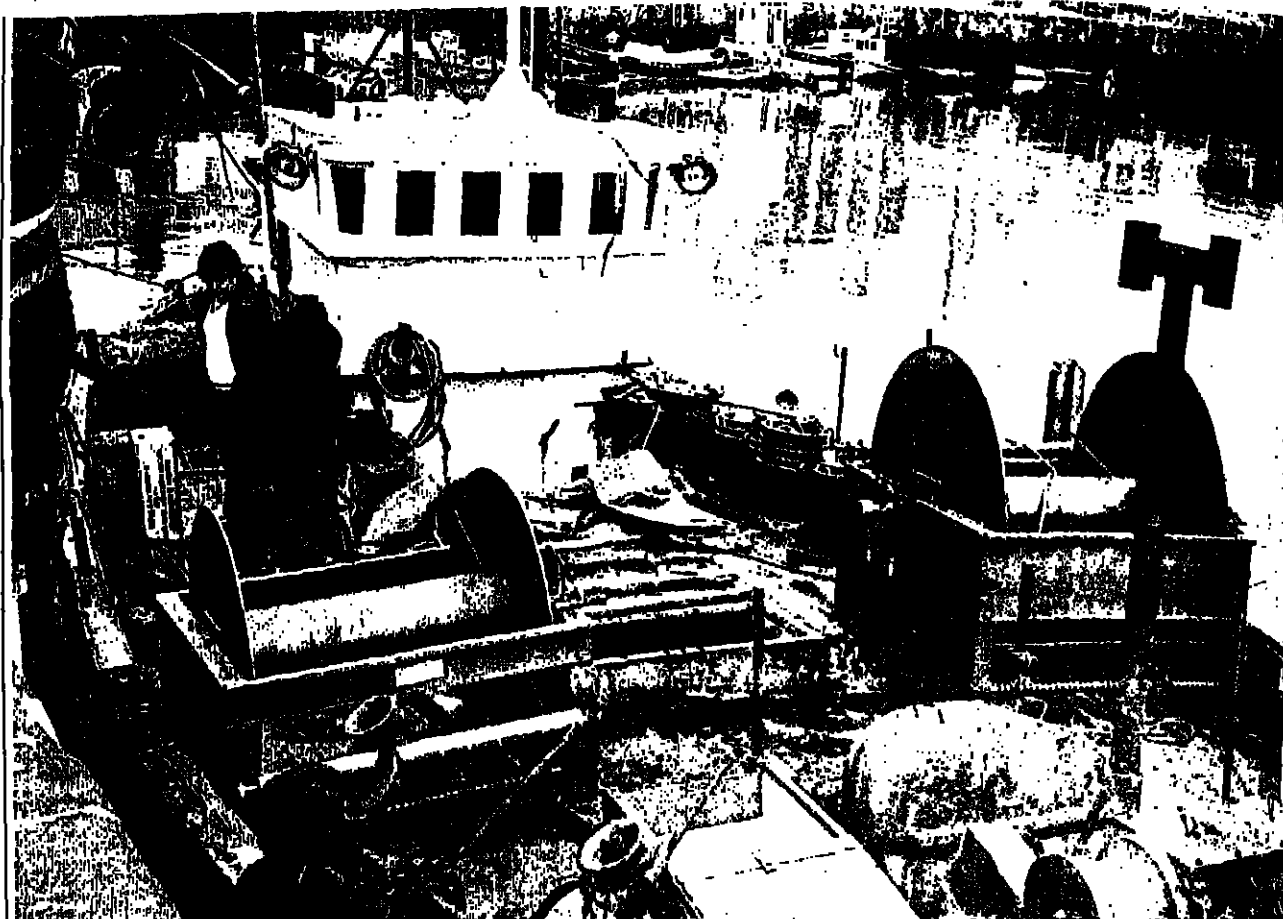
Sizes 10" x 6" & 8" x 5"

OFFICIAL STOCKISTS OF BECCLES COILERS AND SPARES. ALSO WHALE SEINE NET LEADS

11 LINDSAY ST, ARBROATH

Tel: 0241-73221

Scottish Agents for GRENAA



The two-drum Grenaa rope reel set being fitted to Silver Crest.

# First Danish reels for Scottish boat

THE FIRST set of Grenaa seine rope storage reels fitted to a Scottish boat are now in use aboard the Arbroath seine netter *Silver Crest*. They were fitted by the Arbroath firm of blacksmiths, Alexander Birse and Son, which has now been appointed a distributor of the Danish-made reels in Scotland.

Skipper David Smith of *Silver Crest* told *Fishing News* that he decided to fit the reels as he had seen them aboard Grimsby vessels and had heard from other skippers that they are very reliable. He said that one of the main advantages of the reels is the simplicity of the installation. They are powered from a single hydraulic pump belt-driven from the main engine.

### Popular

Controls are fitted in the wheelhouse, so that no one need be on deck when the ropes are being set or hauled.

The reels, manufactured by Grenaa Smede & Maskinfabrik of Denmark, are particularly popular in Grimsby where many three-drum sets are in use aboard the port's North Sea anchor seiners.

*Silver Crest*, which is also the first vessel in the Arbroath fleet to fit rope reels, has been supplied with a two-drum set for traditional Scottish fly-dragging seining.

### Double

The starboard reel can carry nine coils of 2 1/2 in. rope, while the port unit has twice the capacity so the ropes can be turned between hauls.

Skipper Smith said that all the hydraulic oil, pulleys and controls etc. were included in the quoted price of the reels.

and that the only equipment bought separately was the belt to drive the pump from the engine.

Grenaa's Grimsby agent, Anglo-Dansk, supplied the reels which are tailor-made for the boat.

An engineer from Grenaa came to Arbroath to supervise the installation.

Below: *Silver Crest* — the Fraserburgh seiner — is skippered by David Smith. He chose the reels for their reputation for reliability.

tion which was carried out by Alexander Birse. Built by Walter Reek of Anstruther about 30 years ago, the 58ft. *Silver Crest* is powered by 114hp. Gardner engine and is fitted with a D.T. Sutherland belt-driven seine net winch and Carron hydraulic power block.

Quality has been good, particularly for buyers seeking supplies for spicing and smoking.

# OBAN REVIVAL BID: Effort to pull in more boats

A DESPERATE effort is being made to revive the fishing industry at the Scottish west coast port of Oban.

At one time between 30 and 40 local boats, together with a number from the east coast, landed regularly. However, during the last six to ten years the majority have left due to a lack of facilities.

The fleet is now down to five local vessels and only three or four stranger boats.

Now the Oban Port Committee has been set-up to attract vessels back and to regain the trade which the port has lost. It is hoped that improvements will start straight away.

## Natalie back after refit

THE shellfish well boat *Natalie* has returned from Spain after a refit.

She had an engine breakdown off Guernsey at the end of 1977 and spent two months at a Bantander yard being overhauled.

Mariscos Del Cantabrico, owners of *Natalie*, have now been operating a run to Spain for over a year.

The company plans to build a larger vessel capable of carrying 50 tons of shellfish. She should be ready in about 18 months' time.

Committee chairman, Ronald Reid, told *Fishing News*: "It is absolutely vital that an effort is made now to save the port before its fishing industry is lost altogether."

The 12-strong committee consists of members from all sides of the fishing industry including fishermen, fish salesmen, buyers and processors and, also, Caledonian Macbrayne Ltd. which operates the pier.

"We are not working as individuals," said Mr. Reid, "but as a team in a desperate

effort to regain the livelihood that Oban once made from fishing. "One of our first main aims is to provide better facilities for boats landing at Oban."

"On achieving this, we hope to encourage many of the east coast boats which should soon be starting their seasonal fishing in this area to use the port."

Anyone interested in the new venture should contact committee secretary, Peter Tosh, Telephone: Oban 3354 or 4420.

# 'Gillingham' goes back to sea

CONSOLIDATED Fisheries at Grimsby has put the 497-ton trawler *Gillingham* back to sea on the deep water grounds off Norway.

The vessel had been laid-up following poor results at the end of last year on the middle water grounds. The 140 ft. side trawler was built at Gole in 1960.

Aldershot working the Westeries.

Of Grimsby's other distant water operators, the Boston Group now has six vessels operational. However, BUT's deep water fleet of freshers is still laid up.

### Repairs

Consolidated Fisheries has now managed to get four vessels back fishing distant waters and a fifth, *Port Vale*, is currently undergoing repairs at Grimsby for fairly extensive sea damage to the wheelhouse. This was sustained late in January off the Norway coast (see picture page five).

In addition, the firm has

## Engine firm opens new depot

CUMMINS Diesel Sales & Service Ltd., the national distributor for Cummins engines, has opened a new depot for sales, parts and service. The depot is part of an expansion plan and is at 5 Gildersome Spur Industrial Estate, Wakefield Road, Morley, Leeds. For more information telephone 521884.

## IRISH SPRATS REPLACE HERRING

SPRAT fishing has partially replaced the losses suffered by Irish fishermen due to the closure of the herring fishery.

Eighteen boats have been fishing at various times and sprat landings have been earning about £10 a cran.

Quality has been good, particularly for buyers seeking supplies for spicing and smoking.

## Cooling down the hot-shots

FISHROOM refrigeration plant is going into four white fish pair trawlers owned by Riverside Trawlers Ltd. and Denby Trawlers Ltd. of Grimsby. These will be supplied by the Dutch firm Promac.

The Denby vessels are the top-earning *Margrethe Bojen* and *Frances Bojen*, fishing under skippers Jens Bojen and John Richardson, and the two Riverside boats are *Golden Venture* and *Jean Scott*. These boats fish under skippers Pete Pulfrey and Phil Scott.

Similar equipment will also be fitted to two wooden vessels which the two firms

have ordered from shipyards at Buckie, Scotland.

Jones Buckie Shipyard is building a 79 ft. boat with a Kelvin engine and Norwinch winch for Denby, while Herd and Mackenzie is to build the Riverside vessel.

All six Promac plants have been ordered through the firm's agent in the UK, Morep Ltd. of Luddenden, near Halifax.

## MORECAMBE MACKEREL?

THERE COULD be a commercial mackerel fishery in Morecambe Bay, according to George Barr, superintendent of the Lancashire and Western Sea Fisheries Joint Committee.

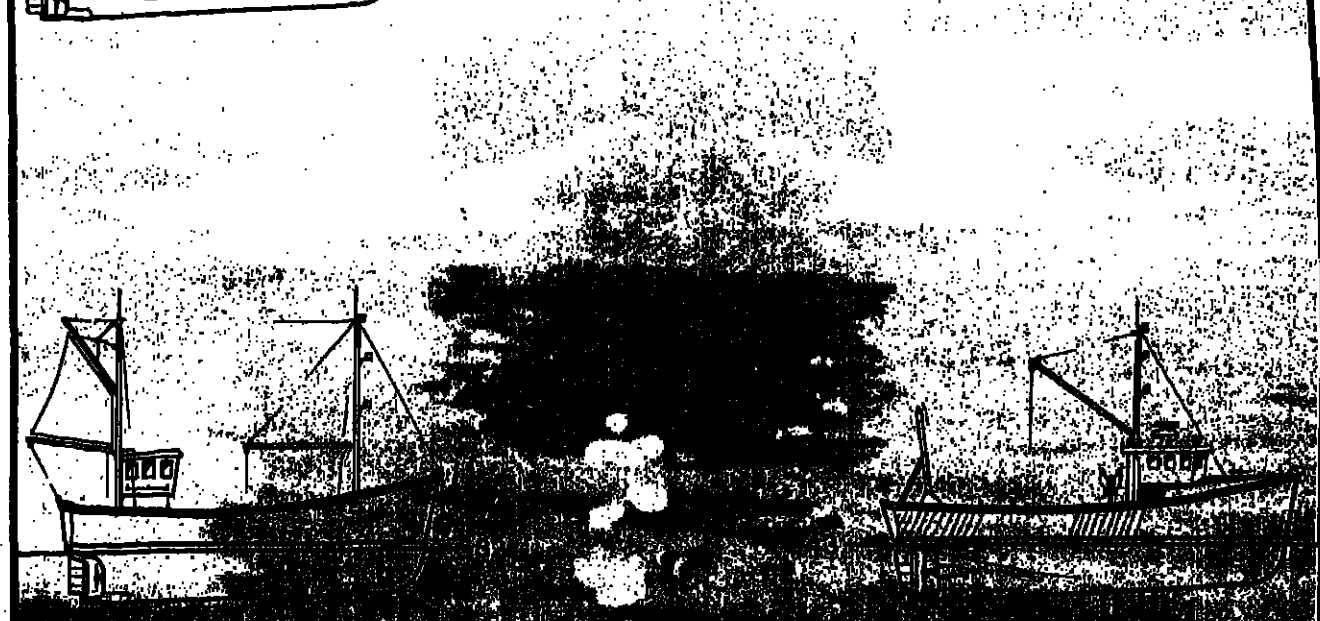
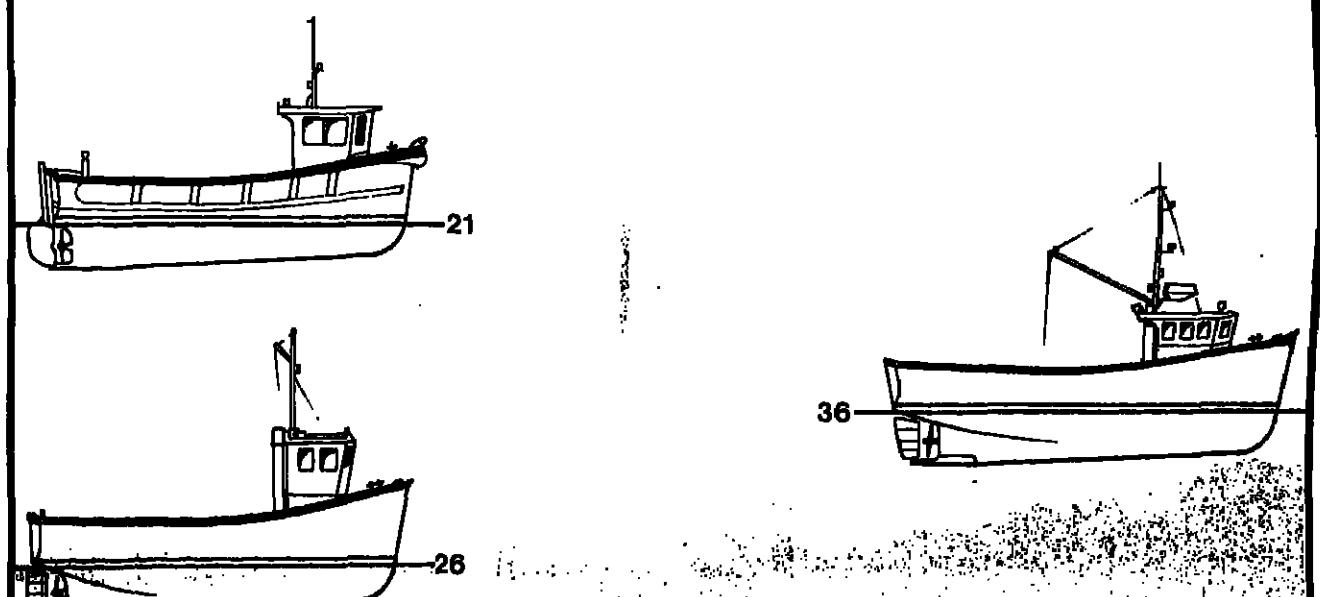
In his latest published report he says there has been good shoals in the area but, commercially, these had been fished only by hand liners. The mackerel migrated through the area to and from their summer feeding grounds

and this, he thought, ruled out the possibility of a fishery on the scale carried out elsewhere.

However, the mackerel could be a viable proposition if they become more valuable, squalling the value of herring. Vessels could have to chase shoals far more than they had to do off the south-west coast.

Mackerel landings at the port have been restricted recently to the odd catch from the west of Scotland and Ireland areas by middle-water vessels.

## THE CYGNUS FLEET



There are now five boats to choose from in the Cygnus GM range, ranging 31ft. to 37ft., and for 1978, 487hp. All boats are housed in an efficient condition with strict quality control over materials used. Designed by Gary Mitchell, our hull features heavy deep forelocks, a solid beam, and their seaworthiness is the speciality by which others are measured. At Cygnus we can say our customers are our most successful salesmen. You can buy hulls in any stage of completion, from bare shells to fitted Plymouth. If you're thinking of a boat for 1978, invest in any of the Cygnus fleet — they offer the best there is.

**Cygnus the big name in Fishing Boats.**

For full details contact: Cygnus Marine Ltd., 100, Victoria Road, Plymouth, Devon PL6 8JH. Tel: 0752 777777. Telex: 40077.

GM21.	GM26.	GM32.	GM36.	GM43.
31ft. x 10ft. x 2ft. 6in. Hull mouldings from £2875. Heavy duty 2504. Finished craft from £3,950.	34ft. x 10ft. x 2ft. 6in. Hull mouldings from £1,730. Finished craft from £14,750.	37ft. x 10ft. x 2ft. 6in. Hull mouldings from £2,920. Finished craft from £18,350.	38ft. x 10ft. x 2ft. 6in. Hull mouldings from £2,950. Finished craft from £25,600.	43ft. x 10ft. x 2ft. 6in. Registered length 39ft. Hull mouldings from £27,820. Finished craft from £40,000. Moulded wheelhouse & galley £11,900.



## Different types of sounder

"CAN YOU tell us exactly what the difference is between a multi-stylus and an ordinary recording echo sounder?"

"Would you recommend installing one in a trawler we are having built?"

A multi-stylus sounder employs several stationary styli on moving recorder paper, whereas an ordinary model uses a single moving

stylus on moving paper. When multi-stylus sounders were first produced in Japan they had several advantages over conventional sounders available at the time. Besides presenting considerably more information on the recorder paper, they gave a mass of information from very shallow water. They also provided expanded recordings of echoes from targets close to the sea bed.

One of the first multi-stylus instruments produced in Japan had an output power of 200 watts, a transducer frequency of 400 KHz and it could be operated at a rate of 4,500 transmissions a minute. It incorporated white line paper, whereas an ordinary facilities and had three depth ranges to 30, 60 and 120 ft.

And it may still be the answer to a shrimp fisherman's prayer.

Others introduced about the same time could record echoes in a conventional way but also present an expanded recording of echoes from targets within either 10 ft. or 20 ft. of the seabed.

These bottom spread sounders gave information which had previously been given from a conventional sounder and a cathode ray tube scale expander or fish scope together.

Among other advantages, the bottom spread sounders presented bottom echoes as recordings on paper instead of transient flashes of light.

Other international manufacturers quickly appreciated this advantage. Soon, moving stylus recorders capable of presenting expanded echoes from fish on and close to the seabed began to appear.

Now, moving stylus models have become as popular as multi-stylus instruments, perhaps even more so as they do not require such skilled maintenance.

I have never been to sea in a commercial fishing vessel fitted with a multi-stylus sounder, only in research and demonstration vessels. They have been highly praised but, from personal experience, I am unable to recommend installing one or otherwise.

Determining factors in your choice should be the size of your vessel, price of the instrument compared with a moving stylus sounder with bottom expansion facilities, and the availability of a local servicing depot.

Multi-stylus sounders also appear to be as popular today as they were after their introduction in the UK.

Two trawlers being built by Richards Shipbuilders at Great Yarmouth are having Fishgraph K instruments installed.

So are two vessels being built by George Thompson and Sons at Barke, and the new building No. 291 for Andrew Buchanan & J. G. Forbes' yard, Sandhaven.

## Preference for 'V-form'

"CAN YOU tell us why so many trawlers use V-form steel instead of conventional wooden trawl doors nowadays?"

"Where can we get them if we decide to try them?"

"Also where do we get metal doors suitable for use with a midwater trawl?"

Trawlers using steel V-doors probably do so because less power is required to tow them and they do not get muddled up like wooden doors.

V-doors surmount obstacles on the seabed which would snag wooden doors. And a trawler's topsides do not receive such a bashing from them as they do from flat, rectangular doors, when they are being hauled up to the gallows.

Although V-doors have less shearing power than flat doors, some prefer them because reversible V-doors are also obtainable.

These can be used on either

ANY QUESTIONS? IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

## John Burgess' Log



the port or starboard side of a trawler, making it unnecessary to carry more than one spare door. Wear on their shoes can be evened.

V-doors are obtainable from the Borie Net Company, 238 Dock St., Fleetwood, Lancashire and Strichen, Aberdeenshire. Doors for use with midwater trawls are also available.

## To buy and register...

"I HAVE owned four boats between 25 and 35 ft. long to catch fish for my own consumption."

"I am now redundant and want to purchase a larger boat for commercial fishing. I understand that to fish legally, the boat must be registered and be below a certain size because I do not have a fisherman's certificate of competency."

"Please, therefore, tell me how to acquire a suitable secondhand boat."

"Firstly you should be sure about different tonnage definitions. Gross Tonnage is the number of tons in the internal capacity of a vessel, including spaces in the poop, bridge and forecastle.

Registered Tonnage is the number of tons in the internal capacity of a vessel below the upper or tonnage deck. Net Register Tonnage is the gross tonnage less the number of tons in non-earning compartments of a vessel.

Throughout the examina-

tion regulations for skippers and second hands applying for certificates of competency, tonnage refers to gross tonnage in the case of steam and motor vessels.

Since you hold no certificate of competency, only a boat of under 25 tons gross tonnage would be suitable.

In terms of length a boat of under 12 metres (about 40 ft.) in overall length would be best, because it would not have to comply in so many (expensive) ways with regulations governing construction and equipment carried.

Although buying a registered boat is preferable, it is not difficult to register a boat yourself. You should apply to your nearest chief officer of customs or the Chief Registrar of Fishing Boats, The Custom House, Lower Thames St., London EC3 for a free copy of Form FSG.37, complete and return it. It is a simple form.

You only have to fill in the name of the boat, intended port of registry and the town or village where you are based together with brief details of the boat.

Details include means of propulsion, how rigged, when and where built, methods of fishing to be employed, names of owner and skipper, and number of crew usually employed.

Full particulars concerning regulations for registry are contained in Stationary Rules and Orders, 1927, No. 642 which you can get from any H.M. Stationary Office.

The cheapest way of acquiring your boat is to find out about those working in your area which would suit

February 24, 1978

you and may be put up for sale. You can then make a bid directly you know make a suitable boat is on the market.

"Travelling to inspect boats which might — from particulars given in advertisement — suit you, can be expensive and time-wasting."

Having found a boat that might be suitable, you should have it shipped and surveyed by a qualified surveyor or boat builder.

Its propulsion and other machinery should be vetted by a marine engineer and you can then make an offer.

One way of deciding what to offer is to subtract the estimated cost of remedying any defects discovered by the surveyor and engineer from the asking price.

If there is little hope of buying a boat locally, you could study advertisements in *Fishing News*, advertise your requirements and let brokers know of them.

If you still can't find a suitable boat, the following addresses could be useful: Euroship Ltd., 5 Westcliffe Arcade, Royal Harbour, Ramsgate, Kent; Treve Marine Ltd., Treve Lane, Hayle, Cornwall and H. E. Moss and Co., Exchange Buildings, Quayside, Newcastle-on-Tyne.

Other addresses include G. L. Watson & Co., Erskine Harbour, Erskine, Renfrewshire; The Napier Company, Lindsay St., Arbroath and D. M. Tait, 54 High St., Fraserburgh.

## 'Live' pot haulers?

"AS A regular reader of *Fishing News* for several years I have never read anything about a live pot hauler."

"I work pots in a boat driven by a high-powered outboard from which I charge a 12v battery. I could, therefore, use an electric capstan for hauling my pots."

"Please send me the addresses of any electric capstan suppliers."

An electric capstan suit your purpose is obtainable from Neco Marine Ltd., Walton Road, Eastern Road, Gosport, Hampshire.

## Merchants choke on beer advert

FISH buyers in Arbroath, Scotland, are up in arms over a newspaper advert to boost beer sales. They claim it could do untold harm to the sale of Arbroath smokies...

The advert, placed in a number of newspapers, shows a well known TV personality posing as an Englishman who hates everything Scottish except Younger's Tartan Special beer.

It reads: "Arbroath smokies. No thanks. They make me cough. But your beer is good."

Andrew Welsh, MP for South Angus, said: "I intend to write to the chairman of Scottish and Newcastle Breweries which makes Tartan Special. I think this advert is in very bad taste."

"The fishing industry is going through difficult enough times as it is — fighting for survival over EEC regulations, foreign competition, pollution and oil problems."

Arbroath smokies are a noted delicacy but with heavy costs of postage for sales out of Arbroath and a possible change to the mesh size of nets, which would cut further the supplies of haddock for smokies, the fish processors are going through a bad time.

Mr. M. Scott, spokesman for Arbroath Fish Buyers' Association, said: "We have taken this up with Scottish and Newcastle Breweries and we will be consulting our lawyers. We cannot afford any further losses to our trade and an advert such as this could really damage it no end."

Robert Spink Jr., whose firm R. R. Spink and Sons is the biggest firm dealing with the sale of smokies, said: "There is an implication in this advert that smokies are a danger to health and I will be taking it up with Aberdeen Fish Buyers' Association."

"I smoke around five tons of smokies per week and we

supply places like the City Royal in London and most of the top West End hotels."

"This kind of advert does our trade a lot of harm. Our firm has been established for 150 years and we have been connected with smokies all that time. I was myself in the trade 50 years and sold smokies all over the world."

"It is ridiculous to have such an advert. There is only one Arbroath smokie and that from being a health danger it would benefit health if people ate them."

A spokesman for Scottish and Newcastle Breweries in Edinburgh said that the offending advert would be withdrawn and added: "These advertisements are meant to be humorous."

"We never intended to offend or upset anyone. Obviously the fish merchants are very upset but this is the first complaint we have received against this advertisement."

February 24, 1978

# ABC marine propulsion engines. There's more to them than meets the eye.

You can see at a glance the clean lines that characterise ABC marine propulsion engines. And you can quickly see how the careful design makes for easy maintenance and servicing.

But there's a whole lot more to these ABC engines that you can't see.

And it's these factors as much as anything that make them such remarkable value for money.

You can't see the rigorous testing they've undergone to ensure their reliability and longevity — though that will become apparent soon enough in operation.

You can't see their extraordinary economy of operation, and not only in fuel consumption — though that will be quickly obvious in your running costs.

You can't see the remarkable quietness of their operation — though you will be able to hear it. Just.

And you can't see the comprehensive after-sales service, with trained ABC technicians and engineers available for routine servicing and in the unlikely event of a breakdown.

Yet all these are important factors to consider when you choose your marine propulsion engine.

Loading companies all over the world make ABC their first choice.

Because 60 years experience in the design and production of these engines means ABC have unrivalled expertise.

The ABC engine range consists of:  
DX 600 — 750 RPM, 185 — 1200 HP  
DZ 750 — 1000 RPM, 1,050 — 1800 HP  
6PA4 1200 — 1500 RPM, 720 — 1335 HP

Quite simply, the best value for money you can buy.



Anglo Belgian Diesel Co. (UK) Ltd  
12 Clarendon Place, Leamington Spa,  
Warwick, England  
Tel: (0326) 28469/25765  
Telex: 311744 ABCUK G

Anglo Belgian Company  
Wiedaaukai 43, B-9000 GENT Belgium  
Tel: (031) 23 45 41 Telex: 11298

**Easy to Install**  
All accessory parts such as the water heat exchanger, the lub. oil heat exchanger, the lub. oil filter, starting equipment and the bilge pump are mounted on the engine making installation work easy to carry out.

**Very Low Engine Wear Characteristics**  
The design of moving components has been specifically studied to minimise engine wear. The piston rings, for example, eliminate scuffing and thereby reduce cylinder bore wear.

**Maximum Speed**  
Maximum power is obtained at 750 RPM. High speed engines are designed for industrial applications and consequently often cause problems when used for marine propulsion work. The ABC MDX engine has been specifically designed for marine use and therefore will provide reliability and low running costs.

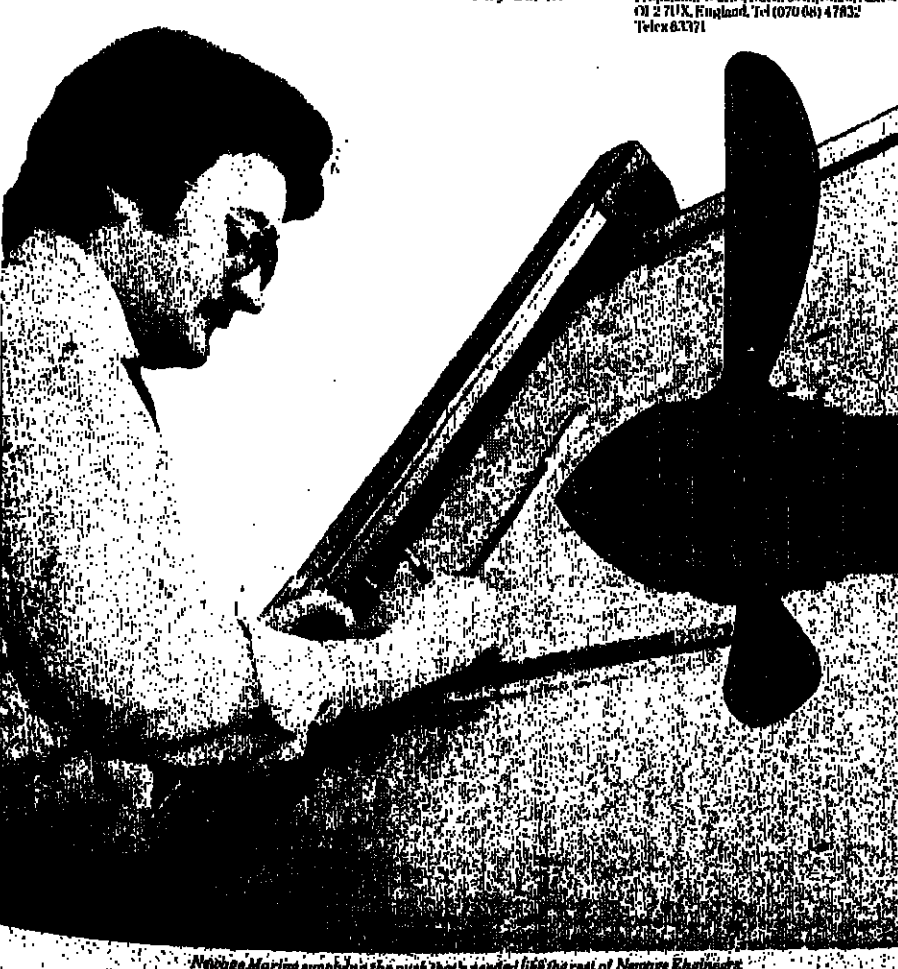
**Very Low Lub.Oil Consumption**  
We claim to be the lowest of any engine within our range.

**Good Torque Characteristics**  
The superb torque characteristics of the MDX engine gives extra lugging performance as the work load builds up.

**Very Low Noise Levels**  
The material is correctly positioned to absorb a considerable amount of noise. In addition, the low velocity of air on the MDX engine results in a low noise level.

## Is your propeller working for you? Or against you?

If you run a small boat, like a tug or trawler under 1200hp, chances are you're running around with the wrong propeller. And that costs money. We make a wide range of propellers for all kinds of craft. But our special strength lies in the design of multi-pitch propellers. They give you the best economy of fully controlled pitch propellers at two thirds the price. And they're absolutely running at speed!



## SAIT brings the experience of 77 years in marine electronics to the fishing industry

NEWAGE  
Newage Engineers Ltd.  
A member of the Chatterhouse Group  
Marine Propulsion Division  
Propulsion Works, Inchinnan, Glasgow, G8 2 7TX, England. Tel: (01276) 47852 Telex: 6371

**ER4250**  
The ultimate in efficient Voice Communication 256 programmed channels and 400 watts on all MF/HF Marine Bands. The ER4250 represents the best in low cost fully synthesized MF/HF Radiotelephones, for long range communication.

**ER210**  
Low cost efficient 500W Communication Radiotelephone with 160 channels and 400 watts on all MF/HF Marine Bands. The ER210 represents the best in low cost fully synthesized MF/HF Radiotelephones, for long range communication.

**ER410**  
Low cost efficient 500W Communication Radiotelephone with 160 channels and 400 watts on all MF/HF Marine Bands. The ER410 represents the best in low cost fully synthesized MF/HF Radiotelephones, for long range communication.

**SAIT ELECTRONICS SAIT**  
Wireless House, 29/31 River Road, Barking, Essex IG11 0BX  
Telephone: (01) 594 5642/6 Telex: 897578



The British fleet earned an all-time high of £252m. last year. Here we look at the top performers of 1977

# THE MONEYSPINNERS

## Forester makes the grand slam

HULL'S 170ft. stern trawler C. S. Forester has headed the country's wet fish earnings league for the second successive year. By making £739,732, she retained the tight grip that Newington Trawlers Ltd. has had on the title for the past three years.

This company hat-trick started in 1975 with *Hammond Innes* and, throughout the three-year spell, the main skipper of both vessels has been Dick Taylor who joined the Hull trawling industry about 30 years ago.

He along with another top Newington skipper, Bill Brettell, were both convinced that the firm mark was now in sight for a British trawler when *Fishing News* spoke to them last week.

"I think the firm can be topped, but it all depends on how much a vessel will be allowed to catch", said Skipper Brettell.

Skipper Taylor also voiced the same opinion: "If we could have unrestricted fishing, we could gross a million in a year. But the catch quota is the bugbear which is going to stop really big grossings."

"We are as frustrated as the vessel owners and we wish that we could come to some arrangement with the EEC so that we can get some sensible working agreement with Russia and Norway", said Skipper Taylor.

With *Hammond Innes* now sold to Canada, Dick Taylor and Bill Brettell are now operating C. S. Forester on a shared command basis. They take over the ship on a two trips on, two trips off, system.

Commenting on this arrangement Dick Taylor said: "I am quite satisfied with this work sharing. We are more fortunate than some of our other colleagues in the

### SHIELD RESULTS

	OWNER	KITS	POINTS
1 (1)	C. S. Forester (Newington)	26,824	57,086
2 (2)	Ross Sirius (BUT)	18,858	43,808
3 (3)	Somerset Maughan (Newington)	19,708	40,839
4 (5)	Arctic Cavalier (Boyd)	15,635	39,882
5 (8)	Loch Eriboll (BUT)	17,419	38,543
6 (4)	St. Giles (Hawling)	16,745	38,215
7 (7)	Lord St. Vincent (BUT)	16,543	37,092
8 (9)	Ross Albatross (BUT)	13,962	36,742
9 (6)	St. Germain (Hawling)	18,032	36,019
10 (10)	Ross Orion (BUT)	15,877	35,235
11 (14)	St. Dominic (Hawling)	16,490	33,987
12 (11)	Ross Trafalgar (BUT)	13,813	33,848
13 (12)	Hammond Innes (Newington)	15,413	33,040
14 (12)	Arctic Rebel (Boyd)	12,911	32,448
15 (15)	Ross Leonis (BUT)	15,016	31,884
16 (17)	Falstaff (BUT)	16,225	28,808
17 (18)	Kingston Amber (BUT)	15,208	28,606
18 (20)	Arctic Vandal (Boyd)	13,162	28,360
19 (19)	Wastella (Mar)	12,209	27,768
20 (16)	Ross Censural (BUT)	12,343	27,267

port whose ships are laid up and who just don't know what they can do."

During the 12 trips completed last year by C. S. Forester, Dick Taylor had taken the vessel on six of them. In his absence, Eddie Wooldridge held the command four times with J. Atkinson and David Atkinson each having a trip as relief skipper.

During the year the vessel went four times to the Norwegian coast (including the White Sea as well on one occasion) and seven times to either Bear Island alone or the White Sea/Bear Island.

Skipper Dick Taylor's spell with the ship last year finished on October 12, 1977, and he did not rejoin C. S.

Forester until February 11 this year when Bill Brettell finished his first two trips in command under the new sharing arrangement.

Apart from winning the national earnings championship last year, C. S. Forester also retained the Hull Distant Water Challenge Shield.

All the way through the year C. S. Forester led the placings list in this port handicap contest and she finished up 13,850 points ahead of runner up, Ross Sirius, a BUT side-winder.

Ross Sirius made 2534,834 for 18,507 kits, with Newington's Somerset Maughan finishing third and Boyd Line's Arctic Cavalier fourth.



'We could gross £1m'



## Seiners drop back

THE performance by Hull's seiner fleet last year has turned into something of a swan song. All 10 boats in the Boston Group have now been sold to Consolidated Fisheries of Grimsby and will now operate from the south side of the Humber.

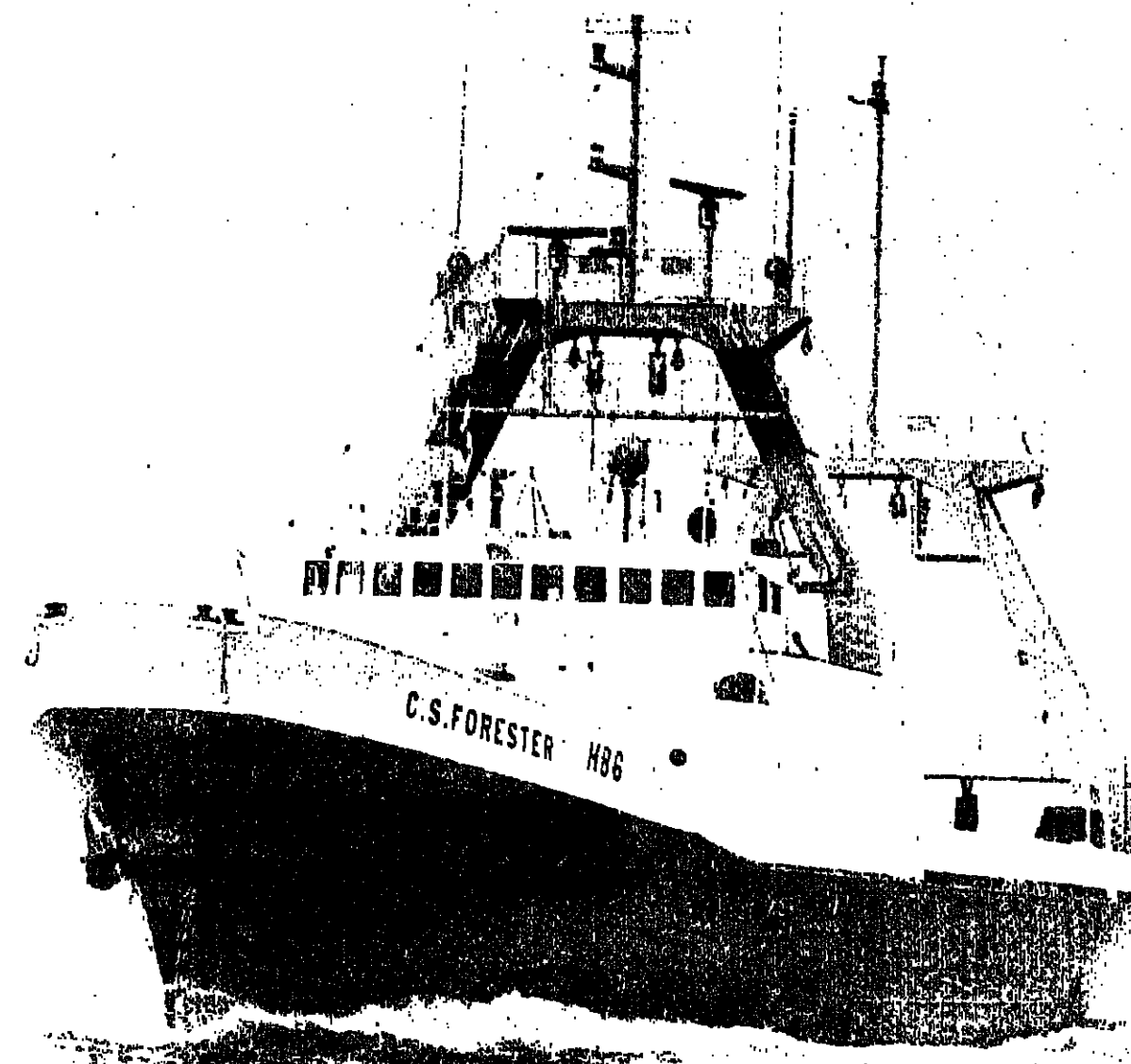
The 65 ft. Falkenberg took top spot with 271,016. She landed 2,171 kits with Skipper O. Pedersen in command.

Lindenberg, commanded by Skipper I.

Winkel, was in second place with 268,914 for 2,356 kits.

The previous year's top seiner Christiansborg, skippered by Egon Dam was edged into third position, making 265,446 for 2,448 kits.

The results from the Hull seiner fleet were something of a disappointment. In 1976 Christiansborg made 285,977 when she took the title.



## TOP SEINERS MUST HAVE TOP REELS

otherwise they will not be Top Boats. Sturdy, smooth running, trouble-free Rope Reels are a vital complement to the skill, experience, judgment and dedication of skippers and crews

AND THAT'S EXACTLY WHAT THEY GET FROM

## FISHING HYDRAULICS

We congratulate David Smith, skipper of ARGONAUT, the top Scottish seiner, and his men on their achievement, also the runner-up, Tommy Sutherland, skipper of MARY CROAN, and his crew. We are proud to think that our Rope Reels contributed to the securing of such notable tonnages. Our patent Reels allow fishing to continue even with frayed rope or bad splices: they are fitted with wire mesh guards and are available in different sizes as requested. And when you buy these Reels—or any other equipment—from us, you also buy SERVICE, before, during and after installation (if required, which won't be often).

FISHING HYDRAULICS (Scotland) Ltd., Station Brae, Ellon, Aberdeen, Scotland. Tel. (0358) 20717 Telex 73355

## Top trippers of the year

HULL  
C. S. Forester £739,732

GRIMSBY  
Vivaria £609,685

FLEETWOOD  
Boston £319,387

MILFORD HAVEN  
Pictou Sealion £130,792

ABERDEEN  
Clarkwood £520,792

NORTH SHIELDS  
Ben Strome £311,077

LOWESTOFT  
Suffolk Chieftain £259,000

SCOTTISH SEINERS  
Argonaut IV £434,700



Last year was certainly a big one for the pursers. How big, nobody is saying. But it could put the top deeper boats in the shade.



# THE MONEYSPINNERS

## VIVARIA GETS HER REVENGE

### GRIMSBY

ALTHOUGH there were a number of record earnings by individual trawlers at Grimsby the year overall was another bad one for the port's trawler owners.

New fishing restrictions and quotas meant a further fall in landings from very nearly all categories and nearly all the port's distant water trawlers were laid up with nowhere to fish.

As a consequence, numbers of operational trawlers fell from 62 vessels in January 1977 to 44 by January 1978. The casualties included nine of last year's top ten earning trawlers, among them *Ross Revenge*, Britain's biggest side trawler and Grimsby's most consistent big money maker for many years. Moreover for the first time the port's champion trawler was outgrossed by a pair team. *Margrethe Bojen* and *Frances Bojen* had a fantastic combined £690,000.

Champion trawler was in fact *BUT's Vivaria*, which headed the list in category 1 (vessels over 140 ft.) with £609,685 from 21,188 kits in 14 trips.

*Vivaria*, skippered throughout the year by Roy Kurz — except for three trips when John Gilbey took over — was runner-up in 1976 when *Ross Revenge* held on to her title. However this time the positions were reversed and the giant *Ross Revenge*, which made only 12 trips, had to settle for second-best on £575,463 after hitting £625,729 as champion in 1976 from 14 trips.

### Port record

Consolations for the deposited title holder were a new port earnings record of £77,450 from 2,126 kits after a 26-day trip to Bear Island in September under Skipper Johnny Meadows and the number one spot on top of the year's daily averages (£2,100) and trip averages (£47,956).

The success of *Vivaria* was based on sheer consistency, but there was one highlight in her year when she made the biggest landing by a local trawler with 2,440 kits in March after 22 days to the Norway Coast.

*Vivaria* was runner-up in the daily averages (£1,935) and third in the trip averages (£43,649) where Boston Deep Sea Fisheries' *Boston Boeig* held on to the second spot (£44,808) despite making only four trips to sea. The first of these, in January, actually produced a new company record grossing of £70,703, but *Boston Boeig* was an early victim of the quota system and went to the wall after a nightmare trip to

Newfoundland in the spring. Back into third place on grossings was *Ross Renown*, the port's busiest trawler with 331 sea days.

*Ross Renown* amassed £566,183 from 20,765 kits of fish taken over 16 trips, including several on home waters in the last quarter. Without any real opposition last year from the Boston Group, which had its nine category 1 vessels all out of action for differing periods, *BUT* not only took the top three placings, but swept the board right down to 14th position.

The converted steamers

*Ross Rodney* (£523,889) and *Ross Ramilies* (£505,689) were fourth and fifth and were followed by *Northern Reward* (£482,524). Best fleet came from *Belgaum* with £350,940 from 10 trips in 14th position.

It is a sad reflection on the state of the British distant water industry that the top nine vessels in this category, together with four from the lower order, ended the year laid up. And so far this year only *Ross Khartoum* has got back to sea — as an oil rig support vessel.

Category 1 began 1977 with

21 operational motor trawlers and finished the year with just eight still fishing.

Already *Boston Comanche* has been pulled out of the action with mechanical troubles leaving *BUT's Ross Kashmir*, *Ross Kelly*, *Ross Kelvin* and *Ross Kipling* plus *Begaum*, *Boston Phantom* and *Boston Kestrel* from the Boston Group as the only survivors.

### Laid up

*Boston Concord*, *Prince Charles* and *Ross Kandahar* never made a single trip and eight other vessels in this category made less than ten

trips each from the final figure of 239 completed trips in this section.

There was a similar tale of woe in category 2 (130-140 ft.) where the larger vessels all once fished distant water. Most of these vessels, like many in category 1, had spells on home waters as owners tried to keep their fleets employed.

A bid by Consolidated Fisheries to adapt *Real Madrid*, *Carlisle* and *Crystal Palace* into pelagic fishers was not the success it might have been and as a result conversion work on other vessels was put off.

Above: *Vivaria* — top distant water vessel over 140 ft. (Category 1). She landed 21,188 kits worth £609,685 in 14 trips.

Far left: *Boston Halifax* in the top 120-139 ft. vessel (Category 3). She earned £380,215 from 12,552 kits made on 13 trips.

Left: Top distant water of the 130-140 footers is *Prince Philip*, with £435,283 from 14 trips.

Outright section winner was the Boston Group's *Prince Philip* on £435,283 from 15,035 kits in 14 completed trips, including three on the distant water grounds with Skipper Ray Harries in command, worth more than £50,000 each. The runner-up was the 1976 winner *Spurs* (Skipper W. G. Hardie, junior), which finished the year laid up after grossing £413,311 from 14,374 kits in 12 trips for Consolidated Fisheries Ltd.

Sister-ship *Notts Forest* (£401,049) took third place of

Turn to Page 20



Margrethe Bojen (left) and Frances Bojen (below) had a combined grossing better than top distant water trawlers. Their skippers are Jens Bojen (right) and John Richardson (far right).



## £690,157—WHAT A PAIR!

IT WAS another record breaking year for many Grimsby pair teams, anchor-selmers and in-shores in category 3 (under 100 ft.), although overall catches fell a little short of the bonanza year enjoyed by this section of the fleet in 1976.

Skippers Jens Bojen and John Richardson once again confirmed their absolute mastery at pair trawling in *Margrethe Bojen* and *Frances Bojen* and were well clear of everyone else with a combined grossing of £690,157 — better than the top distant water trawler.

The pair team caught 22,726 kits made in 20 trips and spread over 231 days at sea. The pair improved the port earnings record twice, finally pushing it to £47,749

in May when they also set a new daily average record of £4,779 (£2,388 per vessel).

In October the team bagged another record with a turnout of 1,519 kits. Both champion pair trawlers are agents by the John E. (Fish Salesmen) Ltd. outfit which also agent the runners-up for the second successive year.

*Golden Venture* (Skipper Pete Pulfrey) and *Jean Scott* (Skipper Phil Scott) in the runners-up spot once more also made a big improvement with final figures of £431,904 from 15,347 kits in 18 trips. Third place went to the Dan-brit-agented pair *Jacqueline*

*Borum* (Skipper Jan Borum) and *Carl Borum* (Skipper Graham Riley) with £336,630 for the year. Several partnerships were altered during the year and this broke the rhythm of some other good performances.

Catching the eye among the smaller vessels was a useful £133,463 combined grossing from the Tom Sleight (F.S.) Ltd. pair *Clee* and *Searcher* with the Cox brothers in command. Sixteen recognised pair teams began 1977 and by the close there were still 16 units, although a number of vessels had either joined or left the scene during the year.

# ANOTHER WORLD FIRST!

Marconi Marine  
presents

## CHROMASCOPE K

-the world's most advanced fish-finding echo sounder

● Displays reflected echo signals in up to 16 different colours according to type and with improved discrimination on a 20-inch colour television type screen.

● Sea water shows blue, and the colours of displayed echo signals vary from red — for the most intense returns, such as those from the seabed — through lighter shades, according to the density of fish groups or other targets, to white for the weakest echoes of all — such as plankton. If required, weak echoes can be accentuated and large echoes suppressed. The new sounder provides much more precise information about the nature of the seabed and different types of fish.

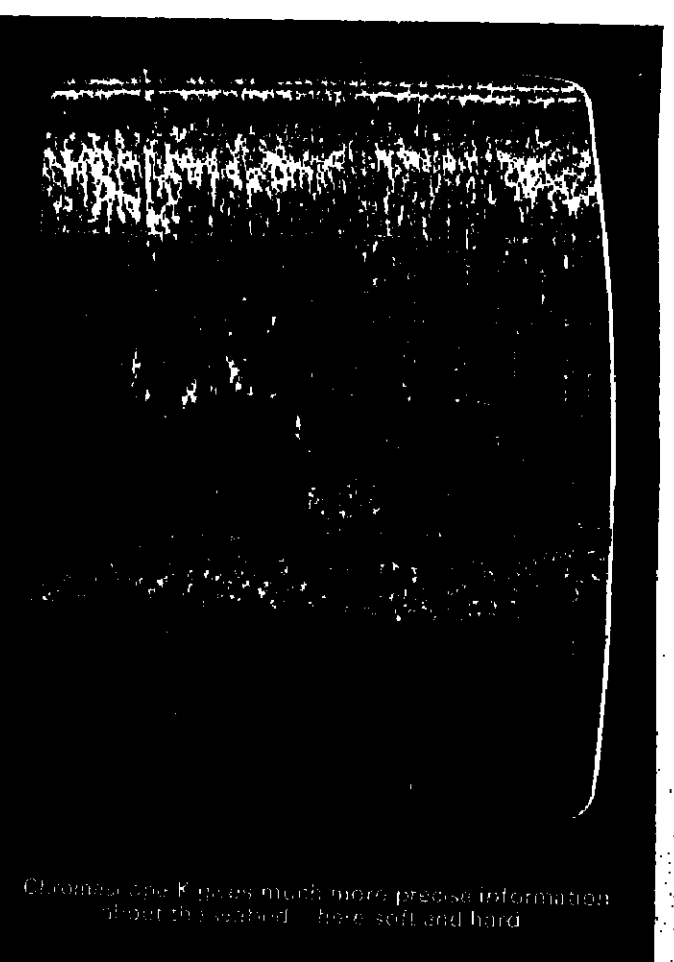
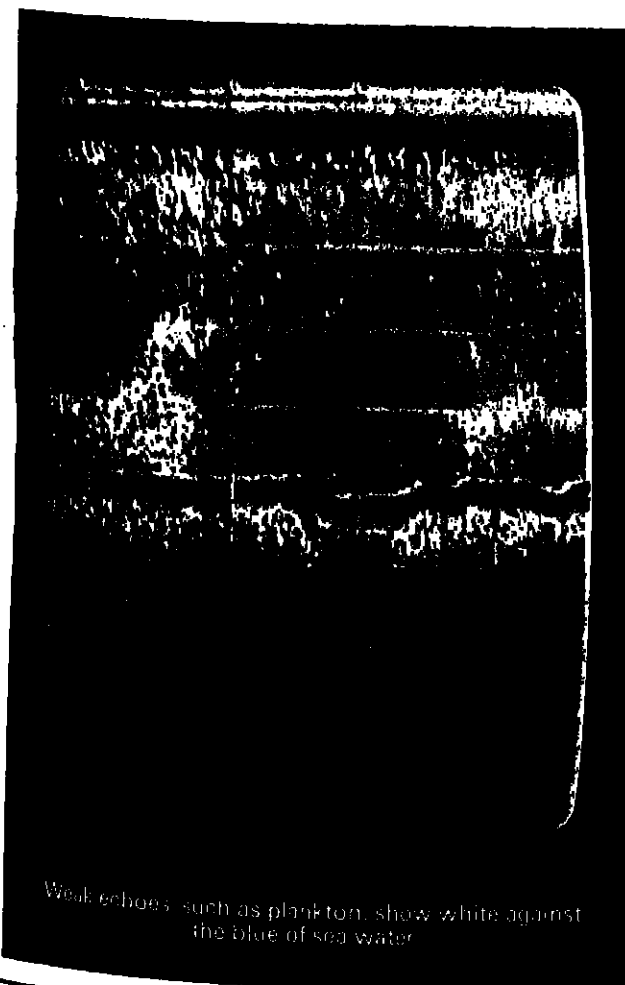
● Bottom lock and range expansion are both available. If required, up to four different pictures can be presented simultaneously on the cathode ray tube, one above another, giving synchronised depth, net monitor and water temperature information, enabling the user to anticipate hazards ahead of the net.

● Without moving mechanical parts, the recording moves across the cathode ray tube from right to left with each sounding, in a manner similar to the presentation on recorder paper in a conventional sounder; but with the advantages that there is no paper cost, and

Chromascope K has the ability to 'freeze' any particular sounding if required for closer examination.

● The equipment has a choice of high or low frequencies with adjustable swept gain and stepped transmission output with 11 range scales and 20 phased positions to provide displayed depths to 5,000 fathoms to meet all conceivable fishing requirements. Ambiguity is avoided by a digital presentation of the depth in use.

● A tape recorder can be used to store displayed information for later replay.



## Marconi Marine fishfinding

The Marconi International Marine Co. Ltd.,  
Chelmsford, Essex, England  
Tel (0245) 61701 Telex: 99228 A GEC-Marconi Electronics Company







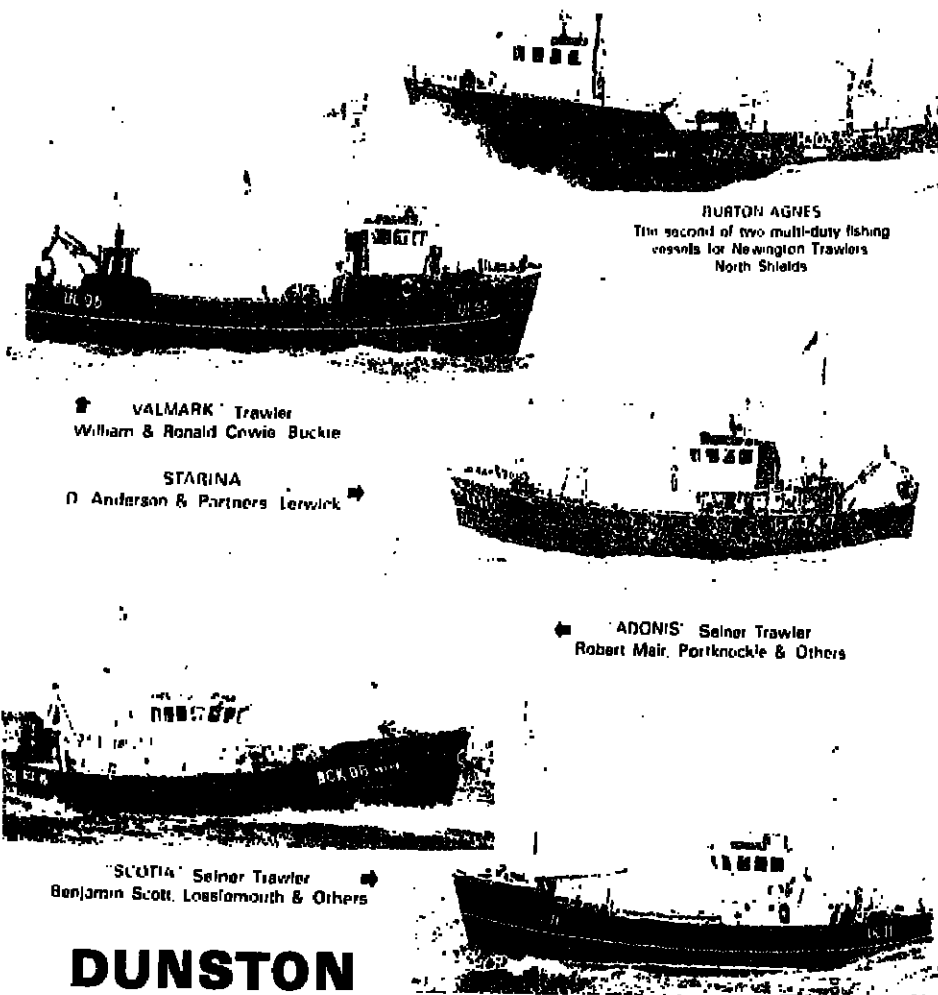






## DUNSTON

(Established 1858)  
Presents some highly successful 75 footers from the  
Thorne Shipyard.



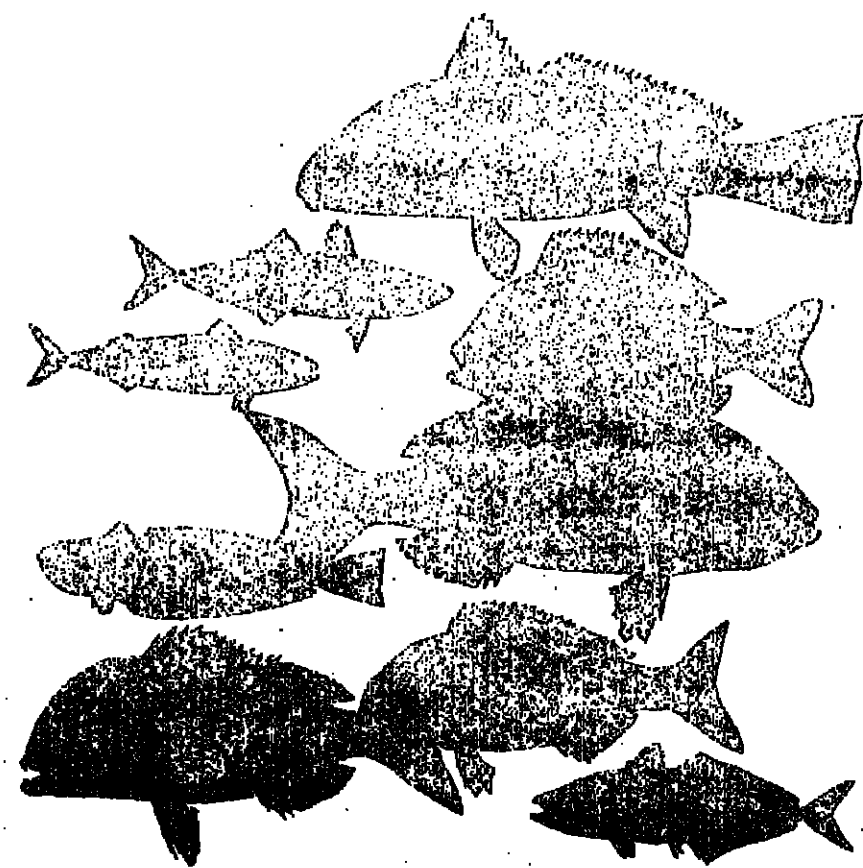
## DUNSTON

— THE RELIABLE DESIGNER AND BUILDER OF FISHING VESSELS

- We provide the following comprehensive on-the-spot services
- DESIGN OFFICE
  - DRAWING OFFICE
  - HULL CONSTRUCTION
  - COMPLETE FITTING-OUT

For top class new steel boats consult  
RICHARD DUNSTON (HESSLE) LIMITED, HAVEN SHIPYARD,  
HESSLE, NORTH HUMBERSIDE  
Phone: 0482-049291 Cable - Dunston, Hessele Telex: 527142

You know your fish...  
Do you know your market?

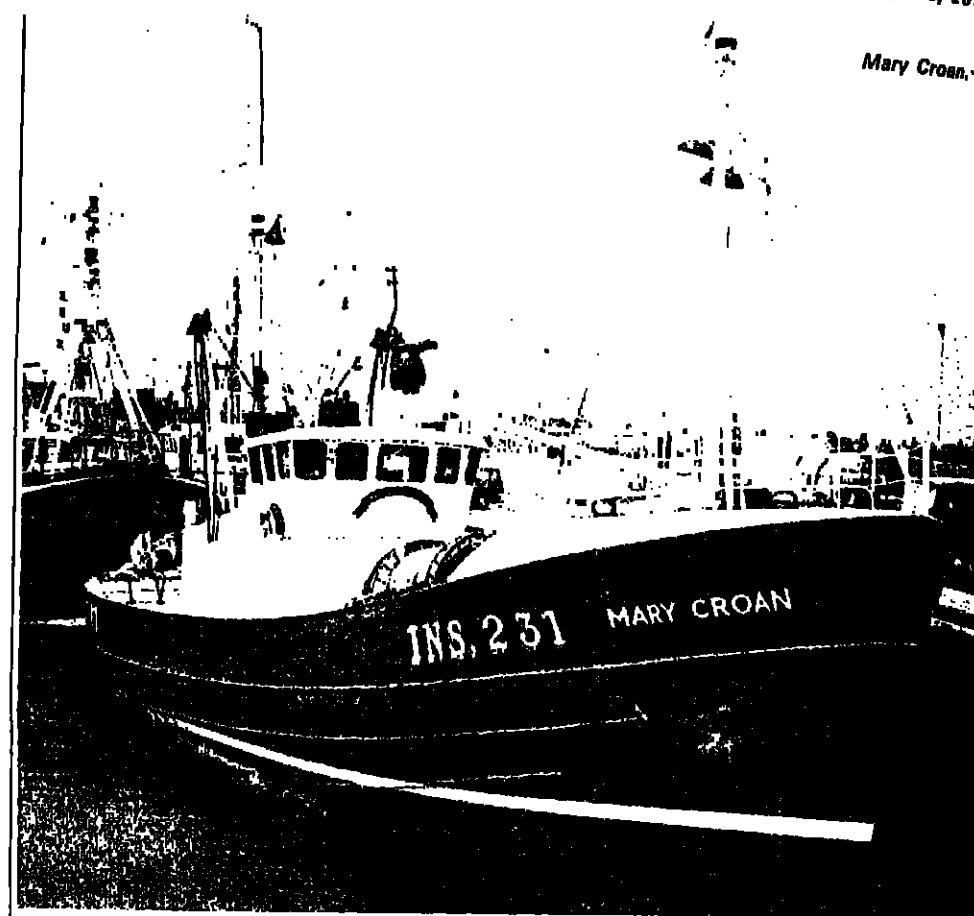


## Direct Sales to Nigeria

We have a market for most species  
Projects and joint ventures Regular or single shipments  
For firm prices contact

Jaymike (London) Limited  
P.O. Box 845, London W11  
Tel: 01-228 8291 Telex: 261464  
Telegrams: Jaymike Ltd Telex

IBRU  
Ibru Seafoods Limited  
PMB 1156, Apapa, Lagos  
Tel: 46504 Telex: 21504  
Cables: Ibru Lagos



## 'ARGONAUT' ON

THE TOP seiner in Scotland was no surprise, but her earnings certainly were. The 80 ft. Argonaut IV had a colossal grossing of £434,700 for her first full calendar year's fishing.

Skipper 'Davie' Smith of Anstruther took delivery of the vessel from Campbeltown Shipyard in July 1976 and 12 months later had landed catches worth £435,072.

The boat, based at Aberdeen works through the Aberdeen Inshore Fish Selling Co, which was set up last year and now has about 20 vessels on its books.

One of the very successful series of cruiser sterned seiner-trawlers built at Campbeltown Shipyard, Argonaut IV is powered by a Caterpillar 565 hp engine and her gear handling machinery includes Northern Tool and Gear winch, Rapp power block and Fishing Hydraulics seine rope reels. Last year she was fitted with Promac refrigeration equipment.

Fish finding aids are by Elac and Furuno.

## Hat-trick

Campbeltown Shipyard's success did not stop with Argonaut IV. Available figures give the yard a hat-trick in the seiner earnings league.

Fishing under Skipper Tommy Sutherland of Hopeman, the 75 ft. Mary Croan put ashore catches worth £345,000 to make her top seine net vessel working out of Peterhead.

Skipper Sutherland told Fishing News that the vessel

has done steadily well all the year and that her catches have contained a lot of cod. Fish is getting scarcer and the boats are having to search a lot to get decent catches, he added.

Built in 1974, Mary Croan is powered by a Caterpillar engine and is fitted with Sutherland winch and Simrad and Marconi fish finding aids. During 1977 she was fitted with Fishing Hydraulics rope reels.

Third seiner was the 80 ft. Kestrel working out of Peterhead under Skipper Ian Sutherland of Hopeman. She finished the year with a grossing of £323,500.

Built in 1974, Kestrel has a Caterpillar engine and Norokov Laursen winch and was top seiner in Scotland in 1976 with a grossing of £261,321.

## Cup for top over 60ft boat

FOR LANDING the best gross catch by a vessel of more than 60ft. and for topping £200,000, the skipper and crew of Sans Pour (FR212) have been presented with the Mahland Trophy. Their award was handed over by the wife of the donor, Mrs. J. Mahland, at a special dinner held recently in the Alexandra Hotel, Fraserburgh.

Skipper George Sutherland (front, second left) is pictured with the trophy and his crew.



Both Mary Croan and Kestrel are owned by Grampian Sea Fishing Ltd, which was set up last year and has an office in Peterhead.

Later this year, Skipper Ian Sutherland of Kestrel will take delivery of an 85 ft. vessel from Campbeltown Shipyard. Her equipment is to include Mirreles Blackstone engine, Norokov Laursen winch and Loeise Hydraulics rope reels and power block.

## Smaller

At least five more Scottish seiners have passed the £300,000 mark. One of these is the Wick seiner Boy Andrew I which is only 71ft. long.

Fishing under Skipper Norrie Bremner, she lands the bulk of her catches in Peterhead. The boat has done consistently well since her delivery from the Buckie yard of George Thomson and Son in 1973. Her design is by G. L. Watson and Co.

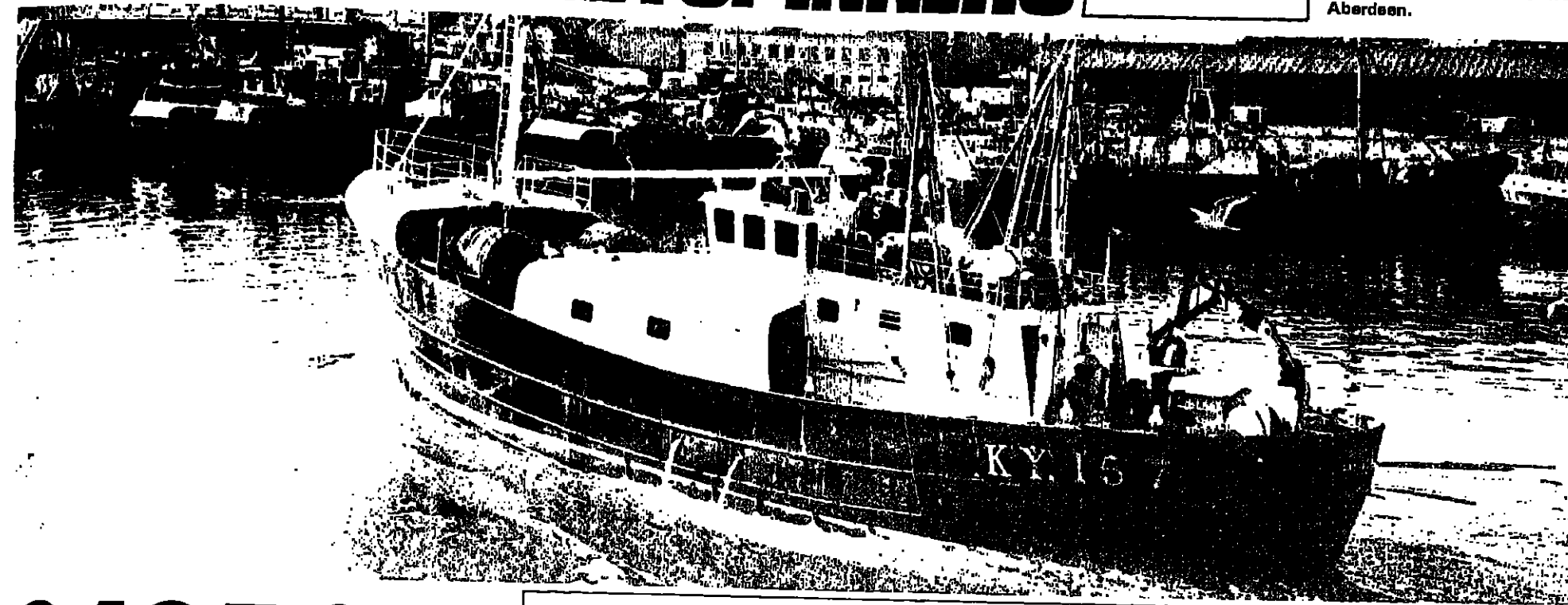
The wooden-hulled vessel, powered by a Caterpillar engine, is equipped with Jensen winch and Fishing Hydraulics rope reels.

The 88ft. steel seiner Acacia Wood, fishing under Skipper Alec Jack of Hopeman, has also had an excellent year to finish with a total grossing of £312,518.

Built by John Lewis and Sons in 1976, she is fitted with a Mirreles Blackstone engine, Jensen winch and Loeise Hydraulics rope reels and power block. She is another boat which lands her catches in Peterhead.

## THE MONEYSPINNERS

Argonaut IV — a fantastic grossing of £434,700 made her top seiner in Scotland. She is skippered by 'Davie' Smith of Anstruther and works from Aberdeen.



£435,072



The 80ft. seiner Kestrel — the third highest grossing seiner in Scotland.

Another Lewis-built boat, Harvest Hope III fishing under Skipper Peter Stephen of Boddam, grossed in excess of £300,000 to become the highest earning Peterhead registered seine-netter in 1977.

She has an overall length of 86ft. and is fitted with Jensen winch, Loeise hydraulics rope reels and power block, and Mirreles Blackstone main engine.

## New boat

Also based at Peterhead is the 72ft. wooden-hulled seiner Sunbeam which also grossed just over £300,000.

She was built by Richard Irvin and Sons in Peterhead in 1973 and fishes under Skipper William Smith of Lossiemouth.

Later this year Skipper Smith will take delivery of a new 88ft. wooden-hulled vessel now under construction at the Irvin Yard. She is to be powered by a 600 hp Mirreles Blackstone engine and her gear handling machinery will include Sutherland winch and Loeise Hydraulics power block and rope reels, also an Elac echo sounder.

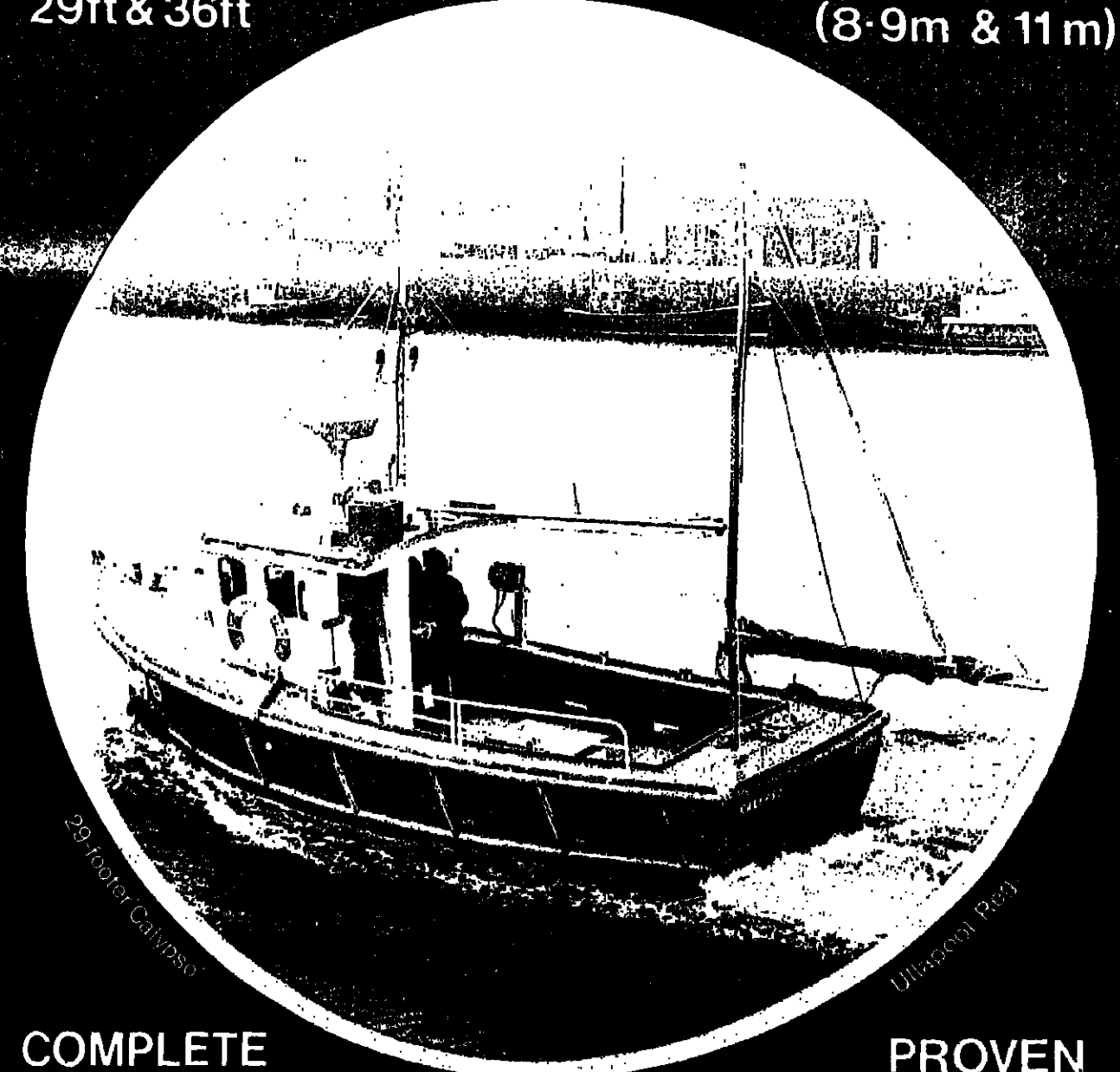
The Aberdeen-based seiner Forthright, now in her ninth year, kept up her good performance and grossed £304,300. Fishing under Skipper George Hodge of Anstruther, she was built by Irvin of Peterhead. On a number of occasions, she has been the second highest earning seiner in the Scottish fleet.



Above: Ian Sutherland, skipper of Kestrel, earned £323,500 last year. Below: Skipper 'Davie' Smith commands Argonaut IV.



Standard  
29ft & 36ft

'Skerries' fishing boats  
(8.9m & 11m)

COMPLETE  
— ready to go to sea.

PROVEN  
performance.

Heavy duty GRP hull, decks, wheelhouse, internal units, moulded under Lloyds supervision.

For full details:

Tel: Kirkwall (0856) 2390. Telex 75412 for Halmatic, or write to:

**Halmatic (Scotland) Ltd.**

Halston • Kirkwall • Orkney • Scotland

## METALIFE INTERNATIONAL

### WORLD LEADERS IN MOLECULAR METALLIC ZINC SYSTEMS

for the protection of steel vessels and marine installations

### CONGRATULATE

The Skippers and crew of the three top Aberdeen trawlers in 1977

we wish them well and good fishing in

"CLARKWOOD"  
"GRAMPIAN MONARCH"  
"GRAMPIAN CHIEFTAN"

### PROTECTED by METALIFE MOLECULAR METALLIC ZINC

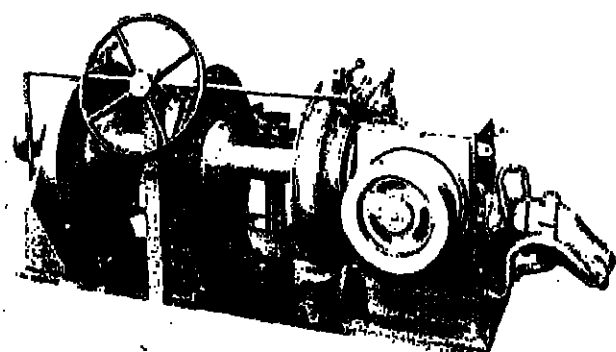
FOR INFORMATION AND VIEWING OF  
"METALIFE WINNING THE WAR AGAINST CORROSION"

Telephone: VERNON RADCLIFFE - 051-334-2462  
Marine Manager.

METALIFE INTERNATIONAL  
A DIVISION OF  
BELZONA MOLECULAR METALIFE LTD.  
Claro Road, Harrogate, HG1 4AY, North Yorkshire, England.  
Telephone: 04231 67641. Telex: 57938

## Mastra HYDRAULIC

COMBINED SEINE & TRAWL WINCHES & HYDRAULIC POWER PACKS



The new Mark II Seine Winch as installed on

ARGONAUT IV

NORTHERN TOOL & GEAR CO. LTD.

John Street West, Arbroath, Scotland

Telephone: Arbroath 72626/72627  
Telegrams: 'Nortool' Arbroath. Telex: 78176

# Double triumph at Lowestoft

LAST YEAR proved a smash-hit for the trawler *Suffolk Chieftain*, owned by Small and Co.

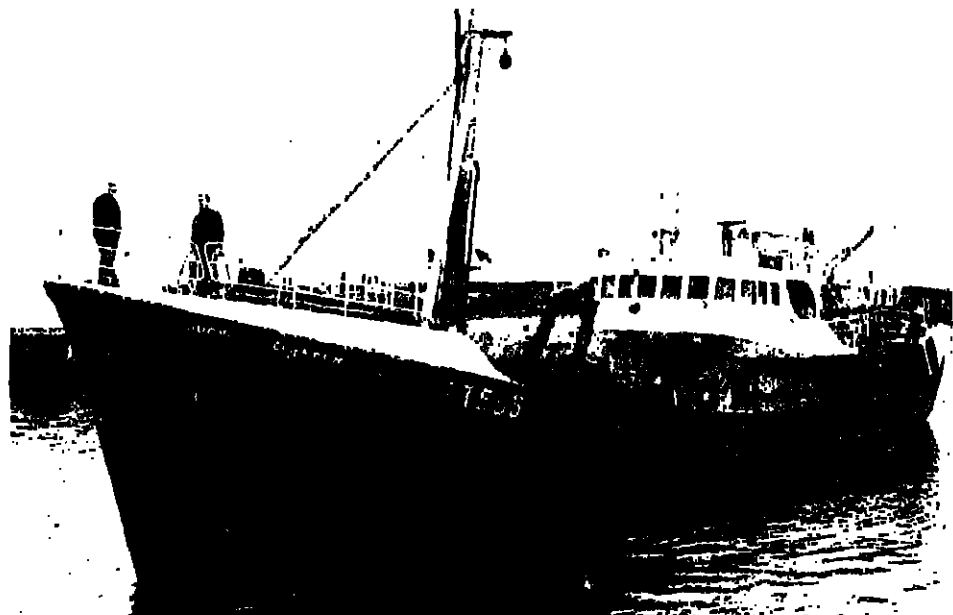
Not only did she finish up as top-earning trawler at Lowestoft, one of two vessels breaking the £250,000 barrier for the first time — but her skipper, Edwin Brighty, was named winner of the new *Fisherman of the Year* award presented by the family of the late Skipper Ernest "Jumbo" Fiske, a legendary figure in East Coast fishing circles.

*Chieftain*, which has figured prominently among the top trawlers in the port since she joined the fleet in 1968, earned £259,000 and landed 9,515 kits from a total of 285 days at sea.

### Ticket

She was built by Appledore Shipbuilders and is a traditional side trawler, powered by a Ruston 8 ARM 1000 h.p. engine. Skipper Brighty, who is 32, is one of the most successful of the port's younger skippers and got his skipper's ticket when he was 21.

He has held a regular fishing command in the



*Suffolk Chieftain* — top earning trawler at Lowestoft.

Small and Co. fleet and has been skipper of *Chieftain* for the past four years. His nomination for *Fisherman of the Year* was also a family affair — for he is married to Jumbo Fiske's daughter. His double achievement and that of the *Chieftain's* crew was praised by Mr Maurice Horabin, manager of

Hobsons, Lowestoft, the managing company, who said it was achieved by a "first-class crew led by a first-class skipper."

Last year was also a good year for *Talisman Trawlers*. They took the next three places in the earnings table.

Close on the heels of *Chieftain* came *Barnby Queen*, skippered by C. Craig, which grossed £253,628 from 9,147 kit and 273 days at sea. Built by the Swan Hunter Small Ships division at Goole in 1976, she is powered by a Polar 750 1200 h.p. engine.

Her sister ship, *Baltby Queen*, skippered for 149 days of the year by P. Thomas and by P. Smith for 57 days, grossed £247,774 from 9,116 kit and 262 days at sea. Another of the *Talisman* fleet, *Bentley Queen*, skippered by A. Gill, earned £240,292 from 8,467 kit and 281 days at sea.

*Bentley Queen* was the last of three sister-ships built by Richards Shipbuilders of Lowestoft and is equipped with a Polar engine.

*Talisman Trawlers* were



Left: Skipper Edwin Brighty commands *Suffolk Chieftain*. At 32 he is one of the port's youngest skippers. He has commanded *Suffolk Chieftain* for the last four years.

Below: *Barnby Queen* grossed £253,628 from 9,147 kit caught during 273 days at sea. She was a close second to *Suffolk Chieftain*.



# THE MONEYSPINNERS



FLEETWOOD will look back on 1977 as a year of confusion and change.

Many ships were confined to port to be fitted for new methods of fishing — notably pair trawling and single-boat fishing for mackerel.

*Navena*, commanded by Skipper John Burns, won through to be the port's top ship. She made 19 trips in company with her pair partner, *Armana*, for a grossing of £470,284.

*Armana*, commanded by one of the port's most experienced middle-water skippers, Tom Christy, made £433,454. Both ships have proved that pair trawling is viable for stern trawlers in the 130ft. range.

The stern trawlers *Fyldea* and *Jacinta* were both converted for pair trawling during the year and this resulted in lost time. But they both managed respectable totals.

*Jacinta*, commanded by Skipper Bill Taylor for most of the year, grossed £357,343 from 16 trips, while *Fyldea* (Skipper Victor Buschini) made £385,503.

Both ships had a change of skipper early in the new year, with Skipper Buschini taking *Jacinta* single-boat fishing to the Norwegian coast and *Fyldea* going south for mackerel.

There was an excellent year for the stern trawler *Boston Stirling*, commanded by Skipper Bill Bridge.

She was followed by *St Thomas*, owned by the C. Thomas, skippered by P. Ketteringham, who took 8,263 kit to gross £237,574 from 250 days at sea.

*St Thomas*, built by Richard Dunston at Heston in 1969, is equipped with a Ruston 1100 h.p. engine.

Next in the earnings table were *Suffolk Monarch*, owned by Small and Co. which earned £234,905 under Skipper D. "Rogie" Smith; *Talisman*, £230,235, skippered by M. Reader; and *Ripley Queen*, *Talisman*, £228,936 under Skipper J. Dancom.

In a year that had so many changes of skipper because of new methods of fishing, this was one of the few stable partnerships.

Two other vessels which paired during the year were the stern trawlers *Idena* and *Norina*. They finished the year with grossings of £355,877 and £180,097.

The difference is explained by the fact that *Idena* did 19 trips and *Norina* only 13, as she had been on Cornish mackerel before being paired.

*Idena* and *Norina*, like *Jacinta* and *Fyldea*, are owned by J. Marr and Son Ltd. The firm's other stern trawlers, which were not paired — *Irana*, *Luneda* and *Gavina* — were "hit by the

# PAIR TRAWLING SCOOP AT FLEETWOOD

closure of most distant-water grounds. *Irana* made a total of £316,864; *Luneda* £327,498; and *Gavina*, £288,568.

There were good performances by a Boston company stern trawler now on mackerel, *Boston Blenheim*, which made £121,883 from 21 trips; *Resolute* (£91,847 from 21 trips); and *Forwards* (£70,194 from 21 trips).

Many of the totals would have been higher but for the

extremely bad weather which affected all sections of the fleet.

In all, it was not a happy year for the port. However, the innovations made can pay dividends — especially for the port's stern fishers.

*Replenish* — she made £121,883 from 21 trips under the command of Skipper Mick Oldman.

came out top in the under 80ft. section. She landed 21 trips during the year and grossed £138,055.

*Rosamunda* was followed by *Replenish* (Skipper Mick Oldman) which made £121,883 from 21 trips; *Resolute* (£91,847 from 21 trips); and *Forwards* (£70,194 from 21 trips).

Many of the totals would have been higher but for the



## THE COLTS SMALLWOOD RANGE

### OF DECK MACHINERY

#### TRAWL WINCHES

1-25 TONNES 1st LAYER PULL

2, 3, 4 DRUM & SPLIT VERSIONS  
SINGLE & VARIABLE SPEEDS

ALSO SEINE CAPSTANS, LINE & POT HAULERS AND WINDLASSES

COLTS ENGINEERING CO. LTD Princesway, T.V.T.E. Gateshead, Tyne & Wear  
Telephone 0632 875081 Telex 537792

NEW!

## Real power, with real control.

At Spencer-Carter, we have made the needs of today's fishermen our business — literally — and have put all our experience and know-how into our new range of 1 AND 1½ TON HYDRAULIC TRAWL WINCHES.

We haven't skimped in their engineering either. All components are of rugged construction and finish, to meet the most demanding conditions at sea and to ensure long life. Sensibly, the controls are centrally grouped for maximum control efficiency.

Hydraulic power-packs are available, which can be driven by most marine engines and our pot, line, net haulers and gurdies can be incorporated into the hydraulic system.

If you have any problems, our experienced design team is just a phone call away to advise on types of equipment, service speeds, installation methods, etc.

Should you really settle for a lesser deal? For immediate details mail the coupon below.

Please send me more information on the Spencer-Carter hydraulic winches.

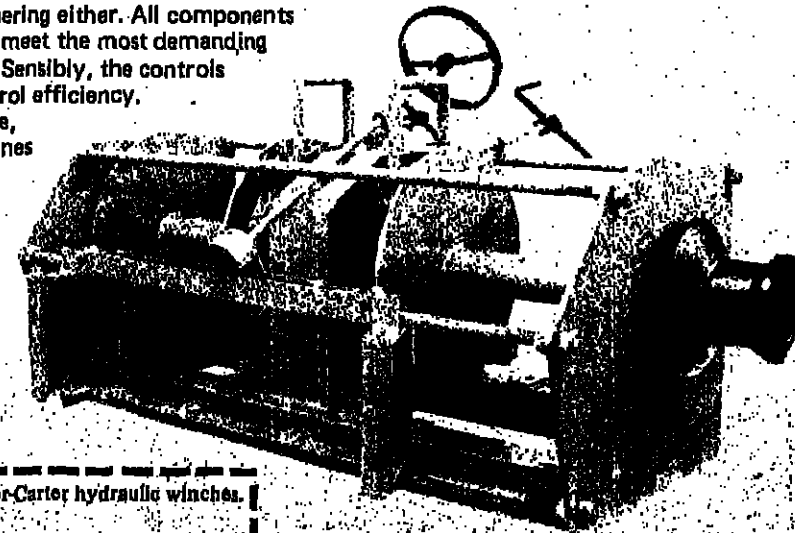
Name \_\_\_\_\_

Address \_\_\_\_\_

spencer-carter LTD

KERNICK ROAD, PENRYN, CORNWALL

Telephone (0326) 75475





## HUNDESTED MOTOR & PROPELLERFABRIK LTD

3390 HUNDESTED, DENMARK  
Phone 03-337117. Telex 40245 hmf dk



U.K. Spares and Service Agent:  
ANGLO DANSK, Robinsons Lane,  
Fish Docks, Grimsby.  
Tel 047261457/8 Telex 527323

## The GLOBE BOILER & SHIP REPAIRING COMPANY LIMITED

ST. ANDREWS DOCK, HULL  
DID YOU KNOW THAT "GLOBE"

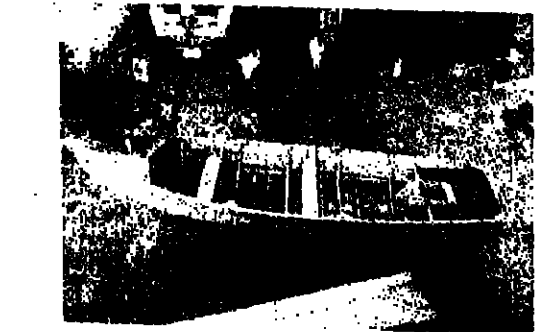
Has been serving the trawling industry for about a hundred years, resulting in a wealth of experience. Make and supply the "SIMPLEX" travel board which has been used with outstanding success and has stood the test of time. Carry out repairs and modifications to any type of travel board to your individual requirements. Designed and manufacture the now widely used opening-side hanging block. Our specialist trawling equipment, late world-wide renown and is supplied to trawler builders throughout the United Kingdom. Has a 50 ton testing machine — approved by Lloyds and D.O.T.I. Can undertake all trawler repairs — hull and machinery. (D.O.) repair boilers of all types. Can roll steel plates up to 15' 6" wide x 1" thick (correspondingly narrower if thicker). Undertakes engineering other than shipwork, especially in the fishing industry's shore based establishments.

TELEGRAMS: "BOILER, HULL"  
Telephone: HULL 28774 (3 lines)  
After hours ring (0482) 632196  
W. G. TURNER (General Manager)



Lytchett Bay Boat Yard  
Proprietor: H. Granatelo

Steady Lane, Upton, Poole, Dorset  
Telephone Lytchett 3488  
Traditional Built All Wood 16'6" & 18'9" Poole Punt.  
Prices from £895.00. (Pink primed & varnished)



Tunnel Suitable for most makes of outboard engines which can be supplied if required.

## FIRE EATER

FIRE PROTECTION SYSTEMS  
HALON 1301

TO REQUIREMENTS OF  
O.T.I. — WHITE FISH — TRINITY HOUSE  
CONTACT:  
FIREATER SYSTEMS LTD.,  
16 HOLDER ROAD, ALDERSHOT, HANTS.  
TEL: 0252 314746/314757

## THE MONEYSPINNERS



## Westcountry boats hit the 'big time'

WITH THE mackerel right on their doorstep Westcountry boats are now moving up into the big earnings league. No official earnings figures are available, but it is understood that at least four Westcountry vessels beat the £300,000 mark last year.

One of the most consistent performers in Cornwall has been the Aberdeen built 86-footer *Dew-Genen-Ny*. Completed in 1976, she

is owned and commanded by Mike Hosking from Porthleven. A versatile boat, she spent part of her year lining and also went trawling.

Mike Hosking told *Fishing News* that prices for mackerel had been a little down on what he had expected. "If we hadn't been transhipping to the East Germans off Falmouth, it would have been a poor mackerel season," he added.

Although he was now one of the

'big-boys' with his steel 86-footer, Mike Hosking is well aware of the problems facing the smaller local boats. "What is needed now is a six-mile limit as a safeguard on their future," he said.

In Devon, the Viney family from the Channel Islands now based at Plymouth with their two boats — *Aurife Margaret* and *Piege Antje* — were a dominant force last year. Those two vessels worked both mackerel and scallops.

## FREEZER CONTEST BATTLE

FINAL RESULTS of the Dolphin Bowl British Freezer Competition for 1977 are still being worked out. The latest placings table puts Hull's *Orsino* in the lead, but she has since sailed to fish from Australia leaving the contest wide open.

The strength of the Hull freezer fleet is down on its 1976 peak of 37 ships, but it is still the largest in the country comprising 31 stern fishers.

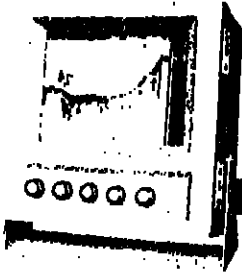
Due to the length of their trips, it was not until February 8 this year that the freezer contest placings list for November 1977 could be issued.

Five Hull freezers then topped the table: 1. *Orsino*, BUT (32,629 points); 2. *Dane*, BUT (31,480 points); 3. *Princess Anne*, Boston Deep Sea Fisheries (31,118 points); 4. *Arctic Gull*, Boyd's Line (31,083 points); and 5. *Southella*, J. Marx and Son (28,754 points).

*Orsino* had moved into the lead after lying second in the October table, but it was then that she followed *Othello*, another BUT freezer, to Australia to join a joint

## Grange Marine Services

Introduce  
a big brother to the popular — best selling  
ND 200  
FISH FINDER N.F.S. 800



For only £750 all the advantages of Japanese technology and reliability for the professional fisher  
GRANGE MARINE SERVICES LTD  
BURNFOOT LANE, FALKIRK  
Tel: 0324-27321/2 Telex: 779356  
TRADE ENQUIRIES WELCOME

## GOODRIDGE (U.K.) LTD.

For the full range of



Low, Medium and High Pressure. Rubber and Stainless Steel Hoses with BSP, JIC, NPT and Metric Fittings for Hydraulic Oil — Engine Oil — Fuel — Water. The finest possible protection from Pressure, Temperature, Vibration, Abrasion and Corrosion.  
24 HOUR NATIONWIDE DELIVERY SERVICE  
Collins Road, Totton, Devon SO4 1AA. Tel: (01752) 34111  
1978 Marine Catalogue on request

## Danish record-breaker sails into Hull GILL-NETTER BACK WITH 500 KITS

FOLLOWING her record breaking £20,119 trip at Grimsby last week the Danish gill-netter *Torino* was back in again this week with a big kipper.

Peder Kjaergaard put ashore a landing of 500 kits on Monday worth £16,119.

*Torino*, agented by Boston Deep Sea Fisheries, average £32.1 for her codstuffs after a ten-day trip. She had spent seven days fishing. The boat sailed for home

on Monday afternoon — and a week's holiday for her crew. Also landing on Monday was Newington's *Somerset Maugham* which made £48,806 for 1,141

kits. Skipper E. Woodridge had brought the vessel back from Norway after a 22-day trip. She averaged £32.23 for codstuffs and £37.90 for 777 kits of haddock.

This was a better start for Hull compared to last week when only one wet fish vessel landed. This was Marr's *Westella*, under Skipper P. Taylor, which made £51,379 for 1,449 kits at the Thursday sales.

*Westella* had been on a 20-day trip to the Norwegian coast averaging £33.10 for codstuffs and £40.28 for 575 kits of haddock.

## Milford trips top £6,000



*Bryher* grossed £6,000 plus at Milford last week.

MILFORD Haven had two excellent grossings last week thanks to good fishing on the Irish Sea grounds.

Top ship was *Norrad Star*, commanded by Skipper John Rogers, which landed 192 kits after only 11 days at sea for a grossing of £6,247.

On the same day *Brenda Wilson*, with Skipper Rees Evans in command, made £3,755 from 113 kits after 14 days.

Between them the vessels landed a total of 46 cod, 75 of whiting, 90 of roker, ton of turbot and brill, ten of plaice and ten of soles.

There was also a £6,000 plus grossing for the former Lowestoft trawler *Bryher*, commanded by Skipper A. James, which made £6,152 from 165 kits.

She came in with the pocket trawler *Westerdale*, which landed 50 kits after seven days at sea and *Picton* Section, which had a broken trip and landed only seven kits.

A feature of the days landing was a total of 40 of pout whiting in the catch. Fifty of roker was the other main variety landed by the vessels.

Recent easterly winds have hindered vessels working the more northerly grounds where fishing has been slack but prices have remained mainly good indicated by *Westerdale's* catch of only 60 kits selling for £2,233.

## No more aid

HERRING processors are receiving aid through a temporary employment subsidy to help them through the North Sea herring ban, but receive anything.

Orkney and Shetland MP Jo Grimmond, was told this last week when he asked what aid is available to herring fishermen hit by the ban.

Said 'Scottish Under-Secretary, Hugh Brown, in the House of Commons: "It is not Government policy to give compensation for the effects of conservation measures which are in the industry's own long-term interest."



Recalling some of the stories which appeared in our columns this week 50 years ago.

FEBRUARY 25, 1928

EIGHT Grimsby fishermen drown when Grimsby trawler *Petunia* sinks in collision with Danish steamship *Ylva*.

IT IS now compulsory for herring drifters to carry a first-aid case on board.

CREW use trawl doors as rudder when Grimsby trawler *Joule* is caught in gale and disabled. She was eventually towed safely to port.

INVASION of seals at Balliscotton, Cork, cuts catches.

YARMOUTH steam trawler *Kiama* sold for £1,210. She is a wooden-hulled 87-footer.

'BALANCED' Reaction Rudder, invented, it is streamlined and inclined in opposite directions above and below the axis of the propeller.

## Folk singer to fish new zulu

ROY WILLIAMSON, one of the Scottish folk singing duet the Corries, is having a traditional 40ft. fishing boat built in Arbroath.

She is based on an old north east Scottish zulu and is to be built at the local Gerrard Brothers yard.

Mr. Williamson, who used to make his living from fishing, has off and on spent 20 years searching for a boat of suitable size and condition to renovate — and he eventually decided to have one built.

The boat will carry 1,000 sq. ft. of sail from the Arbroath firm of Francis Webster and Sons Ltd. and the winch will be supplied by the Northern Tool and Gear Co. Ltd. She will have an 80 hp diesel engine.

G. L. Watson and Co. near Glasgow has drawn-up the plans for the boat. It has

designed many famous vessels in the past including King Edward VII's yacht *Britannia* and the American Cup challenger *Shamrock*.

The new boat will go commercial fishing. She will sleep four but can be worked by two men.

The launching date has been fixed for May 1.

## ON COURSE

DECCA has chalked up its 80,000th order for marine radars. Business is running at 5,500 orders a month. The latest introduction by Decca, Clearscan, has already attracted 1,200 orders in its first six months.

FOR THE MOST SUCCESSFUL CATCH OF 1977

The Humber Electrical Engineering Co. Ltd.  
45 PORTLAND PLACE, HULL. Tel. 0482-23042. Telex 52479

ELECTRICAL ENGINEERS AND CONTRACTORS

## CONGRATULATE THE GRAMPIAN CHIEFTAIN



MAKING GOOD USE OF OUR DESIGN, AND ELECTRICAL INSTALLATION OF MAIN SWITCHBOARD, NAVIGATION PANEL AND LIGHT FITTINGS

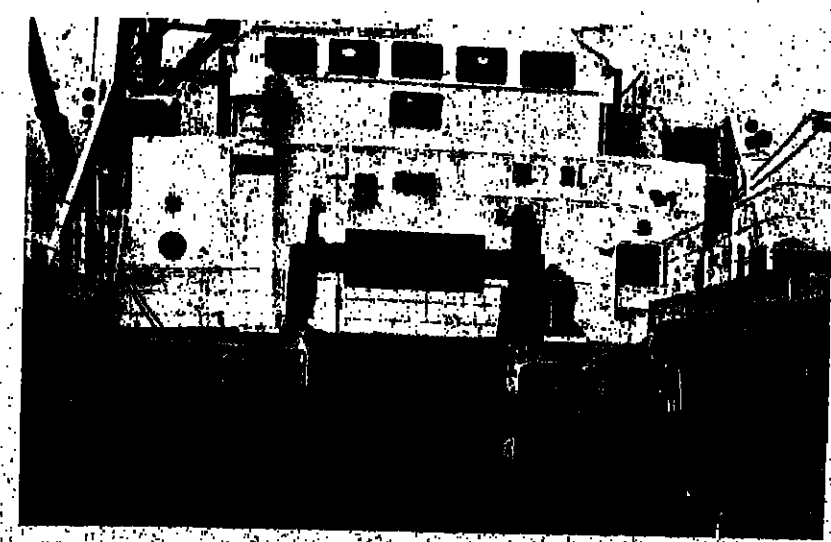
— ASSOCIATED COMPANIES —

Sondia Lighting Ltd. & Electrical Controls Humberside Ltd.

## Modern Reliable Deck Machinery

## TRAWL WINCHES AND NET DRUMS

It is almost essential for pelagic fishing that a net drum be installed. Robertson's supply a range of drums with various drive systems for all classes of fishing vessels. Illustrated is a 9 cubic metre 30 ton pull net drum installed in association with Robertson trawl winches on the freezer trawler *Goth* and *Roman*. Our range extends from 3 cubic metres to 16 cubic metres with pulls up to 52 tonnes.



## James Robertson

& Sons (Fleetwood) Ltd., Dock Street, Fleetwood FY7 6JH, England.

Telephone 3414. Telex 67231.

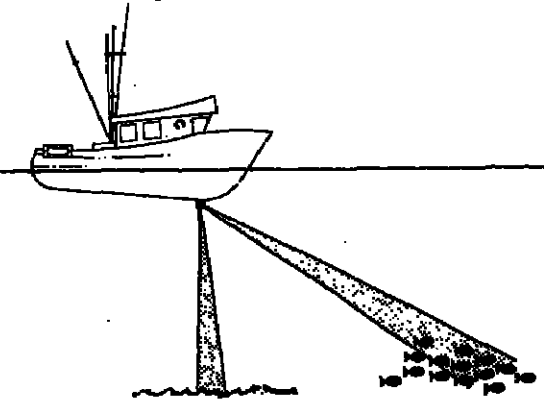


## WESMAR

### SCANNING SONAR

ALL ROUND FISH DETECTION AND BOTTOM SEARCH

SS 80—800ft Sport Fishing Equipment.  
SS115—1000ft Small with all usual refinements.  
SS160—1500ft Remarkable proven performance, for small fishing boats.  
SS220—3000ft Well known and proven for most commercial fishing activities.  
SS230—4800ft Lower frequency gives long range search capability.  
SS230/55220—The sophisticated 230 joined by the high discrimination 220 for a formidable arrangement.



SEABOURNE ELECTRONICS LTD  
UK Importers and Distributors

Tel. (0752) 28114 (28294)

FOR FULL DETAILS WRITE:

SEABOURNE ELECTRONICS LTD  
Freeport, Plymouth, PL1 2LD  
(No stamp required)

## NEWHAVEN SEA ANGLER 23

DESIGNED BY R. MITCHELL & SON



L.O.A. — 23ft  
Beam — 9ft 6ins  
Draft — 2ft 6ins  
A boat designed for fishing of proven ability and seaworthiness. For work or pleasure.  
£7,950  
(ex. works, ex. tax)  
Standard engine — Perkins 4.108 (7-8 knots).

Details from the Builders



CORAL MARINE LTD

The Yacht Harbour, Newhaven, Sussex  
Tel. Newhaven 3881-2-3. Telex 87400

## BE WARM - BE SAFE AT SEA OR IN PORT

TAYLOR'S DIESEL HEATERS



0720 HEATER WITH TOP CONTROLS

0650 BLACKHEAD MOUNTED CABIN HEATER, GRAVITY DRAIN FEED, DIESEL FUEL

TAYLOR'S PARA-FIN OIL & GAS APPLIANCES LTD.  
BERNARD WORKS - BERNARD ROAD - TOTTENHAM - LONDON - N15 4HS  
Telephone: 0800 5331 Telex 28222 Canal G

# IRISH MARCH

## —after big boat ban is outlawed

ONE THOUSAND Irish fishermen spent five hours parading around Parliament Buildings in Dublin on Thursday last week to continue their demand for an exclusive 50-mile limit.

The same day they heard that the European Court of Justice in Luxembourg had ruled that the Government's ban on large trawlers from other member States was contrary to EEC law.

Fishermen had been upset that a court in Galway fined a Spanish skipper £150 for illegal fishing inside Irish waters, but could not confiscate his gear or catch because of a High Court decision in Ireland the previous week.

Although the demonstration is an impressive example of solidarity among the majority of fishermen, the case for a 50-mile limit seems to have slipped farther away.

IFO chairman, Joey Murrin, said the level of support showed that his organisation had a clear mandate to continue the fight for the 50-mile limit. The march was intended to put pressure on the Minister for Fisheries who had come back from Brussels with nothing for Irish fishermen.

On the day of the march and the day previous to it, over 1,000 trawlers were tied up at ports all round the Irish coast, in response to a call for a national two-day strike.

The IFO claimed total support and backing from non-organisation fishermen. The strike hit at the fish processing industry and according to some estimates it could result in losses of £2m. in total.

### Bitter

There was clear dissatisfaction at the march with the Irish Government's handling of the 50-mile limit case and bitterness among IFO leaders that they had been, as they claimed, virtually shut out of consultation with the Minister during the negotiations in Brussels.

One of the fishermen at the march, Kevin McLoughlin, Secretary of the Cork Harbour Fishermen's Association, said: "I think the Govern-

ment has sold us out and made election promises to get back in power last year which they have no intention of keeping."

There was no contact between the Government and the fishermen, who doggedly refused to accept that the 50-mile limit was now a thing of the past.

But following last week's set-back to Irish fishery protection measures with the High Court decision against confiscation of gear and catch of poaching vessels as a penalty, there were more problems for the Irish.

The European Court of Justice, in Luxembourg, ruled that the ban imposed last Easter on fishing within Irish waters by large trawlers from other EEC member States was contrary to community law. The judges said they would instruct the Cork District Court that it cannot convict the ten Dutch skippers who defied the ban and were arrested off Cork.

This dual verdict upheld the temporary order issued by the Court last July that the national unilateral measures must be suspended.

The decision was welcomed by the EEC and one Brussels source said that it could help them put extra pressure on Britain to accept a fishing-plan system and to avoid adopting discriminatory national measures.

However, the Court's ruling stuck to the central points of the dispute between Ireland and the Commission as to whether the ban was legal or not. It did not make any major statement on the nature of discrimination, nor did it seek to impose legal guidelines on the politicians.

**Costs**

The Irish Government was ordered to pay costs and there is now a belief that it may be involved in heavy compensation claims from the Dutch fishermen arrested last year.

Brian Lennihan, Fisheries Minister, said that he had expected the decision and had already tried to get fishing-plans which would safeguard the Irish fish stocks. He appealed for them to be given a chance to work.

The Court's decision has caused bitterness against the EEC and has reinforced the feeling that the EEC fleets, particularly the Dutch, are determined to fish Irish stocks as heavily as possible.

Evidence of the growth rate can be seen in the increase in employees from three to the present 21.

Trainee engineers should be between 17½ to 30, with mechanical or engineering backgrounds or interests.

Trainees will take courses at Lowestoft College of Fisheries, Education, and then the City and Guilds for the marine diesel engineering certificate.

## MINING FOR CRAYFISH

FRESHWATER crayfish are being bred 130ft. underground in a disused old mine near Orebro, Sweden.

They are a popular delicacy in Sweden, but local stocks have been decimated by disease — according to a report in *Sweden Now*. Canadian species are being imported as they appear immune to the disease, so farmers have decided to try this new underground breeding ground.

In controlled conditions, the crayfish grow to about 2-4 cm. in length. They are transported to lakes where they are released.

The Swedes hope this development will help grow larger varieties faster in nature.

## Russia eyes the Pacific

THE Soviet Union is planning to send expeditions to the Pacific to find new fishing grounds.

This has been disclosed by Vladimir Kamenev, the Soviet deputy fisheries minister.

He went on to say that work is going on to widen the scale of Soviet fishing on the high seas and to develop deep water fishing.

This is made necessary by the introduction of 200-mile limits by many states which prevent Soviet fishermen working many traditional grounds.

The Soviet Union, the deputy minister said, had concluded agreements with the USA, Canada, Japan, Norway, Sweden, Angola, Mauritania, Sierra Leone and other states to make it possible for the Soviet fleet to continue fishing within their coastal waters.

Soviet fishermen are seeing a change in the species of fish being landed. It is necessary, therefore, to work to expand the assortment available and improve the quality of new species.

## 'Ranger' drawing swells fund



A DRAWING of the ill-fated Lowestoft trawler *Boston Sea Ranger* has raised £210 for the fund set up to aid the families of the five crewmen who died in the sinking. The drawing, seen being auctioned earlier this month by John Britton, landlord of the Dock Inn at Penzance who helped organise an appeal fund, will be given to *Ranger's* skipper, Ian Loe. The boat sank off Cornwall in December last year. See back page.

## Remember 'Coot'?

SIR, I wondered if any readers could throw some light on two vessels I was involved with when working in Mombasa, Kenya.

One vessel was a CX hull trawler, built in 1909 by Goole Shipbuilding Co. for Kelsall Bros. She was firstly called *Coot*, later still *Dorade II* and eventually *Merlin*.

The second trawler is *Derna* ex *Dawland*. She was built in 1907 by Cochrane of Selby. She sunk in Mombasa harbour in September 1954.

I would be grateful for any short by 'PO' in last week's *Fishing News* from Mr. A. W. Berkeley, who is the treasurer of the Cornish Fish Producers' Organisation Ltd.

## £1,000 DART CHARGE PLAN Campaign beats fee 'explosion'

SOUTH DEVON fishermen have been successful in a campaign against a plan to increase harbour charges by nearly 20 times.

Men working out of Dartmouth and Kingswear were horrified when they heard that Dart Harbour Navigation Authority wanted to up its charges from £52 a year to about £1,000.

After protests, the authority decided to base the new fee on the length of vessels — and that was the suggestion of the South Devon Shell Fishermen's Association.

The Ministry of Fisheries and Fisheries Organization Society investigated the proposed increase and found that no other harbour imposed fees on vessels which were simply transporting fish through the harbour.

Tom Jones, secretary of South Devon Shell Fishermen's Association, said the authority was legally entitled to levy the exorbitant charge of 5p a cwt. for fish, but there would be no improved facilities for fishermen.

"We are now negotiating landing rights at Kingswear

Quay, in the harbour, at a grossly increased rental from Dartmouth Ltd," he added.

"If the authority could provide a practical landing facility for us, we would be in a position to pay for that facility."

Mr. Jones said that it had been suggested that his association should make landing returns to the authority and collect the levy on fish landed, but this was impossible.

Members were, however, willing to help harbour finances by having a compound fee on boat length.

## PORT COLD STORE 'YES'

THE ARBROATH, Scotland, fish processing firm of Swankie and Smith may soon have extra covered workspace and a cold store.

The firm, which employs 25 people, believes that with this extension it could double its labour force. And many of the newcomers would be school leavers.

The extended premises would provide the cold storage and blast freezing facilities needed to give continuity of work when no fish are landed at Arbroath.

Planning approval has been recommended by Angus District Planning Committee which was reminded that a recent application by R. R. Spink and Sons for planning permission in the same area had been refused.

In effect, what the firm is planning is to put the open space behind its existing premises under cover and create a cold store.

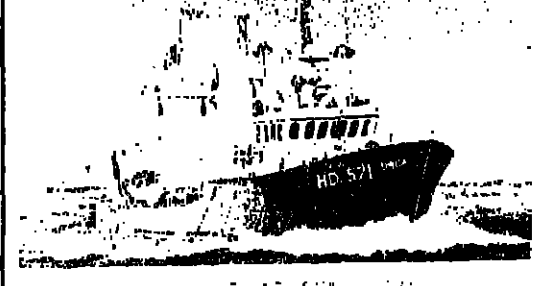


## A NEW SERIES OF FISHING VESSELS

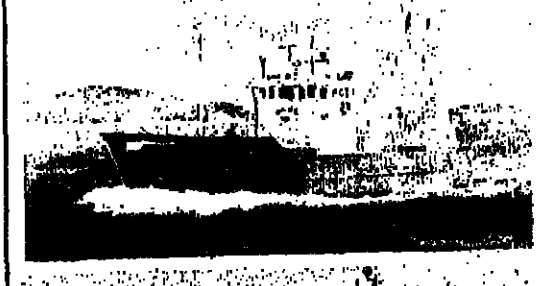
"BUILT BETTER TO WORK HARDER AND LONGER"



**100 foot Stern Trawler**  
27'-9" Beam x 15'-3" deep  
Design allows full size fishing gear to be used. Engines positioned forward or aft up to 1400 B.H.P. Can be fitted together with C.P. propeller and nozzle. Combined Fishroom/R.S.W. tanks 240 cu. m. fishroom lined with G.R.P. or steel. Conventional gutting room situated below deck aft. Accommodation in forward shelter deck for up to 14.



**88 foot Stern Trawler**  
26' Beam x 12'-3" deep.  
Engine situated forward or aft up to 1000 B.H.P. with C.P. propeller and nozzle. Fishroom lined with G.R.P. up to 145 cu. m. In addition there are three sea water tanks fitted amidships up to 70 cu. m. Accommodation in forward shelter deck for up to 9.



**115 foot Shelter Deck type Trawler**  
28'-6" Beam x 12' deep to main deck.  
Engine situated aft up to 1400 B.H.P. with C.P. propeller and nozzle. Fishroom lined with G.R.P. up to 220 cu. m. Enclosed working area under shelter deck for gutting, freezing machines, etc. Accommodation forward for 15.



**88 foot Part Shelter Deck Sailer/Trawler**  
Forward shelter deck forms a complete enclosure for accommodation and working. All deck gear including winch, rope reels and power block situated aft of shelter deck. Beam 24'-0" depth 12'-8". Engine situated aft up to 880 B.H.P. with C.P. propeller. Fishroom lined with G.R.P. or steel. R.S.W. tanks can be readily fitted.

Also conventional Sailers built in either wood or steel available on short delivery at competitive prices.

Fully operational slipway and repair facilities now available at St. Marjans.

McTay Marine Ltd

PORT CAUSEWAY, BROMBOROUGH, MERSEYSIDE  
Tel: 051-334 6461 Telex: 528387

James N Miller & Sons

ST. MONANS, FIFE, SCOTLAND.  
Tel: St. Monans 209.



A MEMBER OF THE JOHN MOWLEM GROUP OF COMPANIES  
John Mowlem & Co. Ltd., 100, Abchurch Lane, London, E.C. 4N 3DF. Tel: 020 7460 1000



[illegible]



